VOL. CCXXII, No. 2895
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AUGUST 6, 1955

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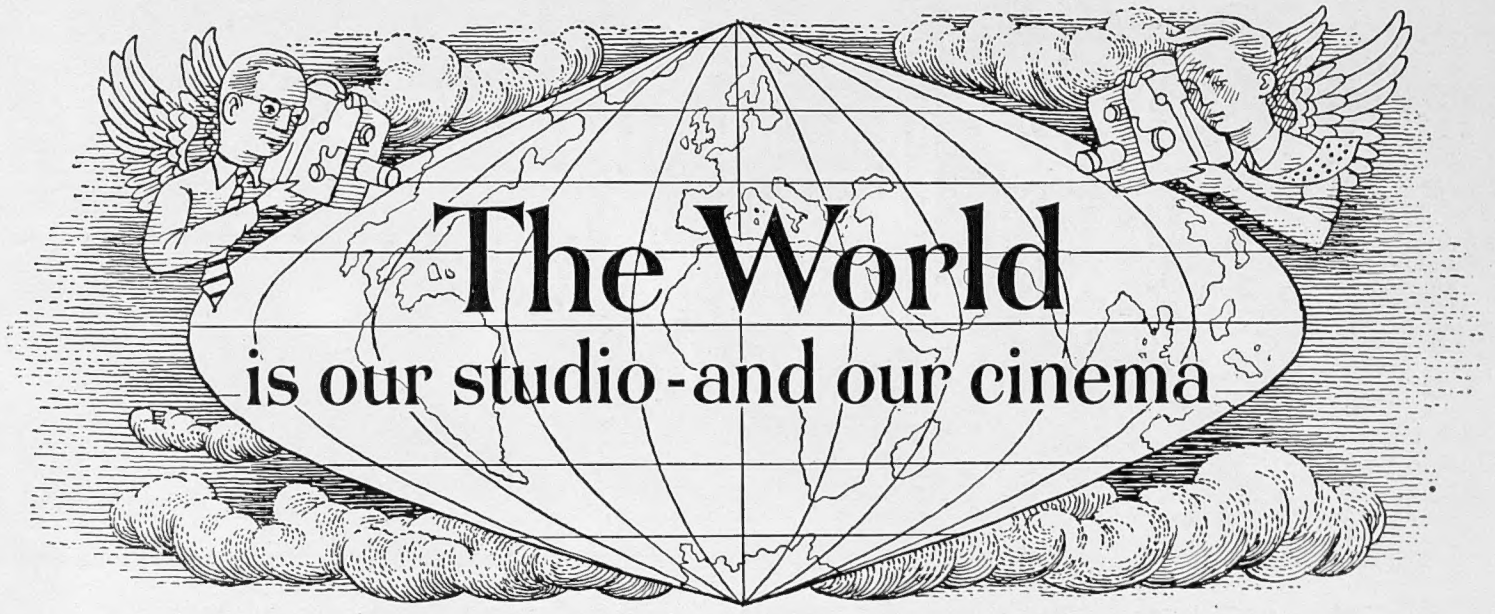


IN order to entertain the world, the J. Arthur Rank Organisation makes the world its location. It may be the jungles of Ceylon, the shores of the Italian lakes, or the South Seas. Recently it was the Mediterranean—when a Rank Group film unit sailed to Athens and Alexandria to shoot scenes for DOCTOR AT SEA, produced by the team who made the record-breaking DOCTOR IN THE HOUSE.

ACROSS THE FRONTIERS

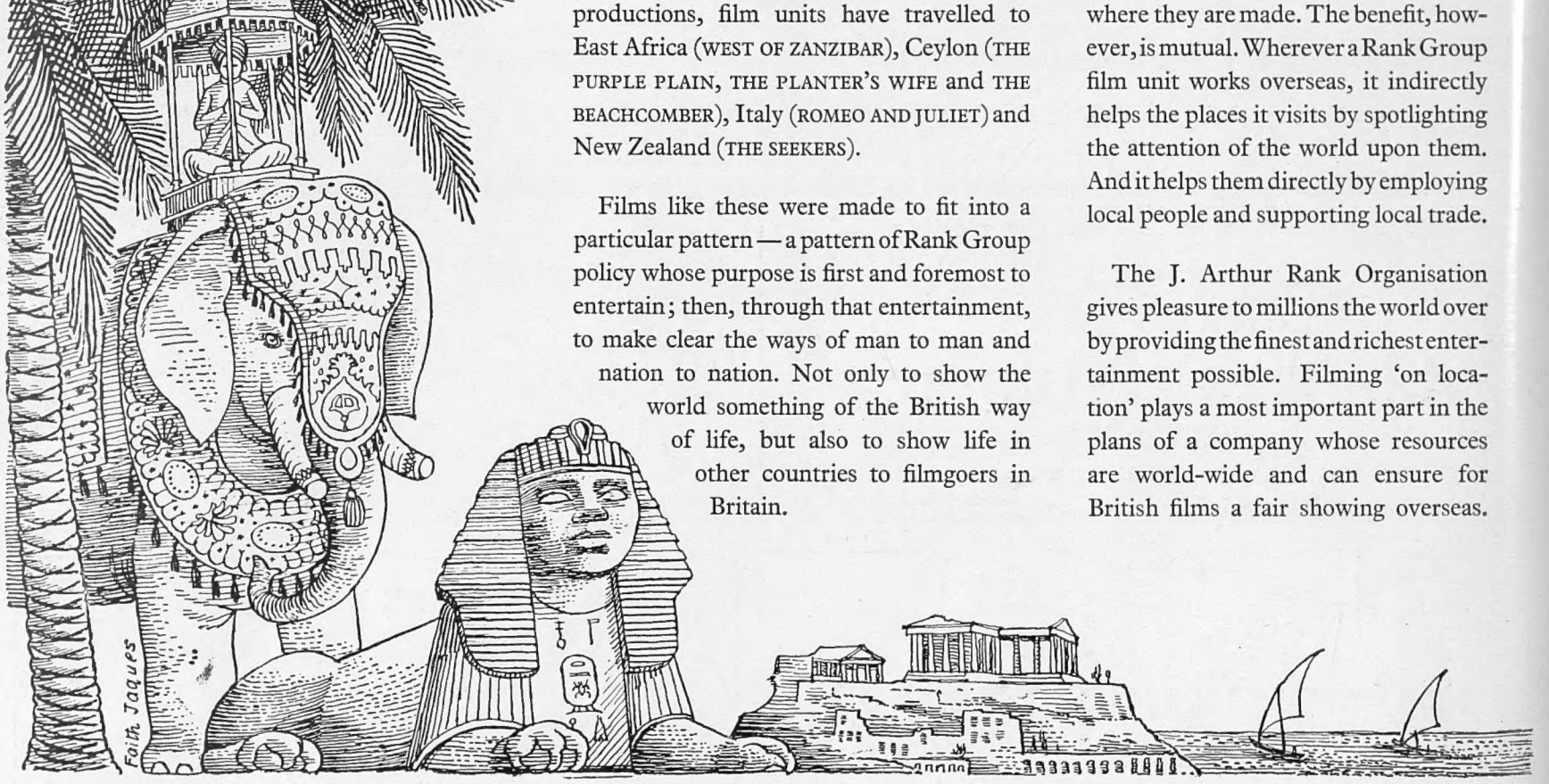
Dirk Bogarde, who stars in this new comedy, has appeared in films made in France, Spain, Germany and Kenya. For other Rank Group productions, film units have travelled to East Africa (WEST OF ZANZIBAR), Ceylon (THE PURPLE PLAIN, THE PLANTER'S WIFE and THE BEACHCOMBER), Italy (ROMEO AND JULIET) and New Zealand (THE SEEKERS).

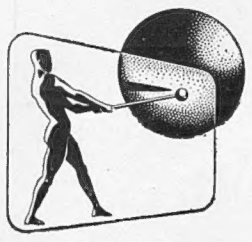
Films like these were made to fit into a particular pattern — a pattern of Rank Group policy whose purpose is first and foremost to entertain; then, through that entertainment, to make clear the ways of man to man and nation to nation. Not only to show the world something of the British way of life, but also to show life in other countries to filmgoers in Britain.

TWO-WAY TRAFFIC

These films are box-office successes in Britain and excellent currency-earners overseas, especially in the countries where they are made. The benefit, however, is mutual. Wherever a Rank Group film unit works overseas, it indirectly helps the places it visits by spotlighting the attention of the world upon them. And it helps them directly by employing local people and supporting local trade.

The J. Arthur Rank Organisation gives pleasure to millions the world over by providing the finest and richest entertainment possible. Filming 'on location' plays a most important part in the plans of a company whose resources are world-wide and can ensure for British films a fair showing overseas.





THE J. ARTHUR RANK ORGANISATION LIMITED

Volume CCXXII No. 2895 The SPHERE, London, August 6, 1955

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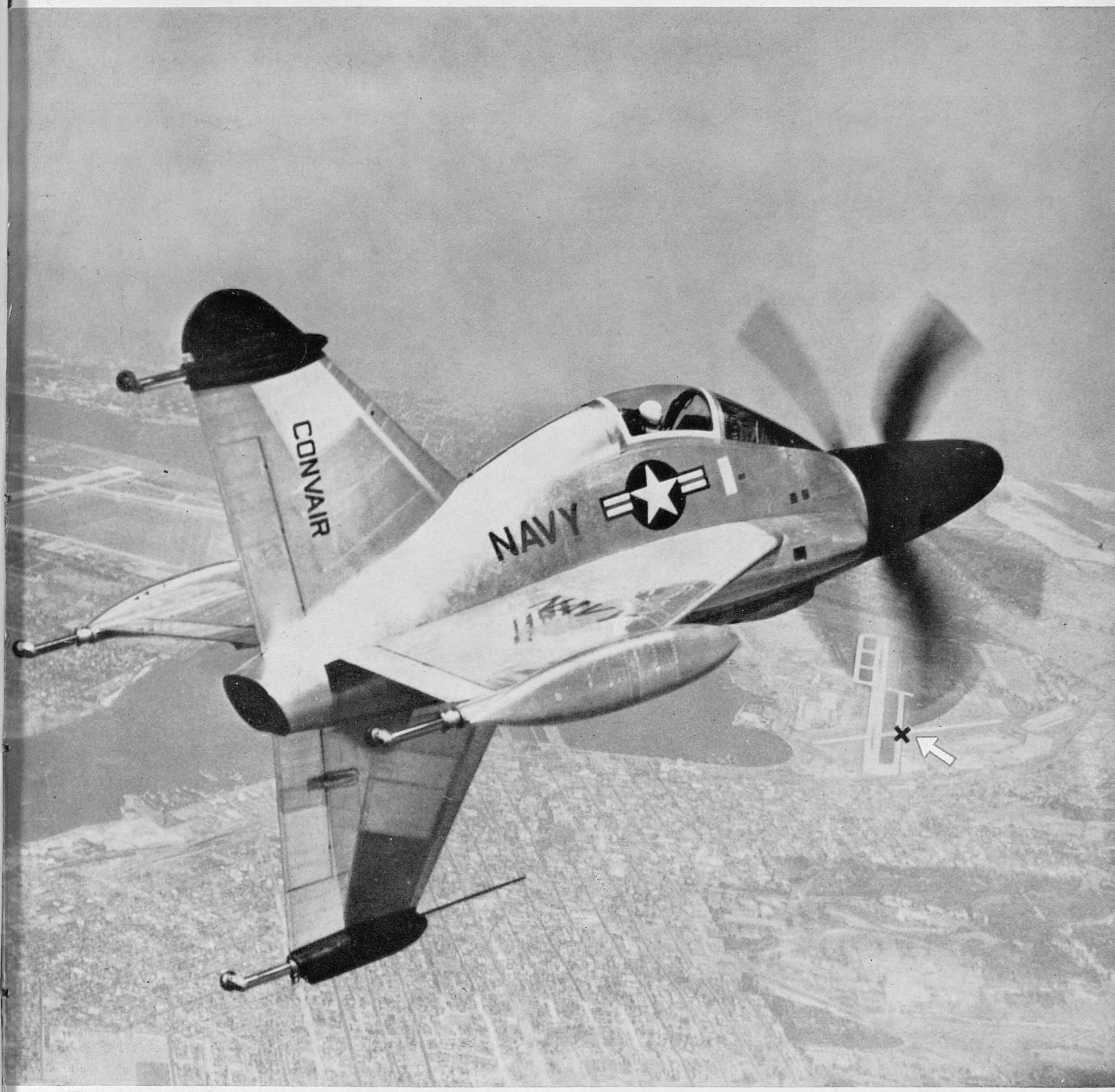

THE SUCCESS OF THE VERTICAL TAKE-OFF AIRCRAFT—THE U.S. NAVY'S CONVAIR XFY-1 IN HORIZONTAL FLIGHT ABOVE ITS TINY RUNWAY : The " Pogo " fighter plane flies at more than 500 m.p.h. during a test flight over San Diego, in California. The arrow at right points to the area, only 50 ft. square, on the Lindbergh Field runway, which this vertical take-off aircraft requires to take off and to land. The success of the vertical take-off aircraft has exceeded expectations.

Over the past two years aeronautical research, both in Britain and the United States, has been engaged on the development of an aircraft that can go " straight up and straight down." The tactical possibilities opened up by a high-speed military aircraft with a vertical take-off are vast and the fact that aerodromes and runways as we know them to-day would disappear, is only one indication of the great potentialities of such aircraft. While in Britain Rolls-Royce developed the " Flying Bedstead," the Convair and Lockheed Companies in the United States were making even greater progress with their vertical take-off aircraft for the U.S. Navy. With two 5,500-h.p. gas turbines the aircraft can leave the ground vertically, and can land again with its propellers acting as helicopter rotors and the four castor wheels on the fins acting as shock-absorbers. The supreme test, however, is to tilt the aircraft into a horizontal position and then back again on to its tail, in order to effect a landing. It would now appear that these tests have been triumphantly passed, and that both civil and military aviation has embarked on a new era.

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FROM "THE SPHERE" OF 50 YEARS AGO

WHEN LONDON WAS IN NEED OF AMBULANCES: This was the "amateurish method" in London in 1905, when it was pointed out that the capital was "admittedly behind the great cities of the Continent and America in the matter of ambulances." To rectify the situation the County Council approved a proposed application to Parliament for power to establish and maintain, or help in maintaining, a street ambulance service for London within a three-mile radius from Charing Cross. The capital outlay was estimated at £13,000, and the upkeep at £9,600 a year.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

COWES WEEK

Reported by UFFA FOX

A London Newsletter

195-198, STRAND, W.C.2.

Balance of Payments.—Mr. Butler did not conceal his anxiety over our economic state when he announced his new measures to check spending and borrowing. The Opposition, as he must have expected, cried "I told you so" and jeered at his pretty election promises. A day's debate followed and the subject deserved it. The remedies are no doubt necessary, a further check on the "never-never" purchase and a ca'canny on further investment projects by local authorities. They are curiously inconsistent with very recent promises of vast capital expenditure on better schools, better roads, all sorts of devices to switch from coal-burning. If minor road programmes are to be postponed, one might almost think that the sale of new cars to the home market might for a time have been further checked. And in view of the coal crisis, the check on purchase of heating appliances "other than those burning solid fuel," requires further elucidation—for me. The Debates have not left me much clearer about the subject, or more intimate with the Chancellor's private thoughts. I do assume that (quite apart from the effects of the strikes) his hopes of his earlier warnings and repressive measures have been disappointed, and that we have before us a severe testing-time, requiring much harder work, untroubled by strikes and fresh pay demands, if we are to check the rot and increase exports. And that testing-time begins in the holiday season and spirit! As for the local authorities, I can almost find it in my heart to pity them. The curb and the carrot are applied alternate weeks. "Find more school-places," "Cut down on building," and so on. Yes, no doubt, the Chancellor of the Exchequer has had a shock, and the whole nation will do well to share the burden with him.

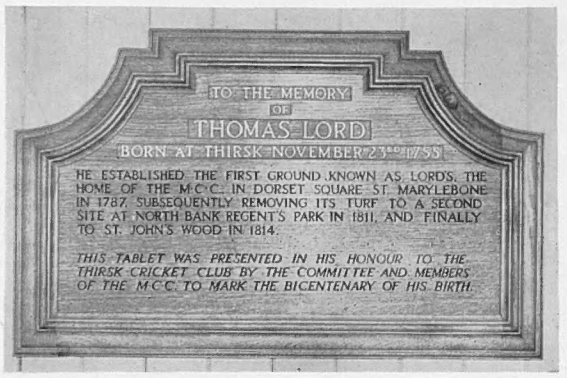
Full Agreement?—The summit talks ended at Geneva as I expected. "They wouldn't have dared" to dash all the hopes of humanity this time. The leaders are entitled to voice their satisfaction. We are entitled to our relief. They didn't shirk the controversial issues. The Big Four grasped the nettles, felt the sting and agreed to leave the further grasping to the hands of their Foreign Ministers in the autumn. It has been a triumph at least for better manners, for mutual civility; above all, for *common sense*, a realisation that humanity won't much longer stand for the fears and face-savings of the few at the top, and that modern war must be accepted by the whole earth as no longer excusable, even as a last fling for survival. Leadership, as much as peace, was on trial at Geneva. The great snag was (and is) the unification of Germany. It is curious to look back on its history. From 1918 to 1945 at least the one hope of peace in the world was the *de*-unification of Germany. "Split up Germany and the power of the world's aggressor would no longer menace the world." Why and when did this universal belief switch round to a belief in the West that without German unification there can be no hopes of permanent peace? We know some reasons why. But even now I do not comprehend why the Western Powers regard *all* of them as valid. We don't know for certain that a unified Germany would jump our way. We *do* see some colour in the theory that a divided Germany, not harnessed to modern war, might provide a most effective no-man's land on each side of a most dangerous dividing-line between East and West. But we are agreed that until the means can be found to enforce large-scale disarmament and to ban the manufacture and use of nuclear weapons, the West would be at the mercy of the East if they abandoned the last and desperate deterrent for not less certain destruction under "conventional" warfare. We have won at least full agreement that the *status quo* is so bad that it must not grow worse.

"Ad Portas."—It was in 1912, in July, that the Queen's grandfather, King George V, just before his usual Goodwood visit, went to Winchester to be received *ad portas*. He took with him Major (later Lord) Wigram, then his Assistant Private Secretary, who, himself an old Wykehamist of great athletic distinction, showed the King over the playing fields, and presented the groundsman, who embarked on a glowing reminiscence of Major Wigram's athletic prowess. The King, with a smile and a wink, in a low aside remarked: "This is going to cost you two guineas"—which, on Lord Wigram's testimony, it did. On the latest reception *ad portas*, the Queen missed that enchanting exhibition of Hampshire country-house pictures by only four days. The college precincts and the chalk streams looked their loveliest when I saw the exhibition for a second time on the closing day. Certainly Eton has nothing on Winchester to-day in rural charm, and the setting on the day of the Queen's visit was ideal. Her very full programme at the Guildhall, the College and St. Cross found Winchester at her loveliest.

The Pope on Public Opinion.—The Pope the other day sent a message to France's Social Week at Nancy. He warned them that "radio,

COMMEMORATING THE FOUNDER OF LORD'S

A PLAQUE IN MEMORY OF THOMAS LORD IS UNVEILED AT THIRSK, HIS BIRTH-PLACE IN YORKSHIRE: The tablet, which recalls that Lord was the founder of Lord's Cricket Ground, has been presented to the Thirsk Cricket Club by the Committee and members of the M.C.C. to mark the bicentenary of his birth. Taking part in the ceremony at the pavilion are, from left: Major Peter Ball, President of the Thirsk Athletic Club; Viscount Cobham, President of the M.C.C.; Sir William Worsley, Lord Lieutenant of the North Riding of Yorkshire and a former Yorkshire captain, and Len Hutton.



***On left*—**

THE COMMEMORATION PLAQUE: Made of Yorkshire oak, it was carved by Mr. Thompson, who lives at Kilburn, near Thirsk.

films, television and the Press succeed in fashioning the conscience of the individual without his knowing it"; thus reducing public opinion to blind conformity with little thought or judgment. He spoke the truth, though he might have particularised and made distinctions in his reference to the Press. Certain it is that for all too many years, all too many people have, by use of many of these mediums, allowed their reasoning powers to atrophy, totally surrendered their duty and privilege of independent judgment, and the still more important duty of learning the hard way, have come to accept banner headlines as the whole story, the half-truth as the whole truth, rumour and scandal as at least half-truth, propaganda as impartial common sense, and commercial exploitation as a sound standard of good taste. I have long deplored this, but of late I have had experience of what is being done for the rising generation in education, here and there, and I feel much more hopeful of the future. If only the young parents of to-day would choose their papers with greater care, would ration their hours of cinema-going and looking at television, and would, during their domestic chores, occasionally turn off their sound-boxes, which still in all too many homes blaze out non-stop from 8 a.m. to

10 p.m., I believe they would be more sensible companions for their children when they return from school, and would co-operate better with the teachers in this new drive towards true education and the exercise of the mind.

Englishman's Itching Palm?—One or two foreign visitors to England have recently voiced their opinions that our country now compares unfavourably and shamefully with America and European countries in pestering tourists for tips. These people, they say, proffer unwanted services at the ports, at theatre doors, at the front doors of hotels. "No fewer than seven people stood between us and our car when we left an hotel which supplied very moderate service for two days, each with an itching palm held out." This last evidence is reminiscent of France fifty years ago, as depicted in the pages of *Punch*. If such observations are sound, it speaks ill for the Welfare State, and seems also to contradict our new spirit of independence and detestation of patronage. In some cases, no doubt, the tourists themselves encourage this lamentable practice, which "service charges" at hotels do so little to check. Some tourists—it is said those who come from America are notable in this respect—enjoy this patronage and distribute largess by choice. A few particular instances are not enough to sustain a general charge against the nation, but I am afraid the post-war spirit of grabbing has not yet been exorcised by the new ideals of a "property-owning democracy."

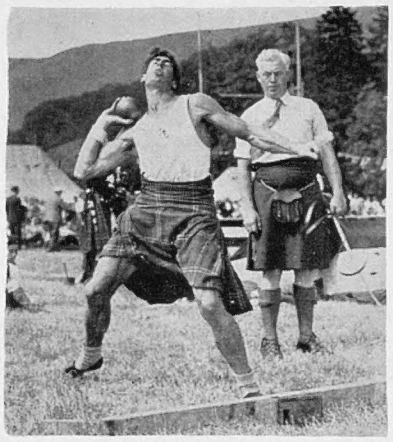
"Gentlemen, You May Swear."—To swear is un-Christian and "ungentlemanlike." Excuses have sometimes been proffered by offenders on the lines of special provocation, as when you jam your thumb in a door or slip-up on a banana-skin or lose in a photo-finish the chance of winning at 100 to 1 on a fancied outsider. The dentist's chair has now been accepted by the Middlesex Health Executive Council as a place where ungentlemanlike expletives may be justified, either on the grounds of temperament or torture. A lady dentist was condemned to lose her fee in a case where a male patient, after enduring drilling from an assistant, leaped swearing from the torture seat. At that moment the lady principal arrived to do the filling, but, having heard the words complained of, at first refused to complete and ordered the patient to leave. The Council held that the words complained of were perhaps the patient's "usual mode of speech," and that one man's choice of words might be another woman's poison. Just a matter of temperament. The decision is important and raises far-reaching questions. The further question of whether the assistant was a skilled driller—the degree of provocation—was not gone into, and we do not know the expletives alleged to have been used by the victim. It looks as if the habitual swearer is henceforth to be suffered to be his natural self in the dentist's chair. Very few of us are.

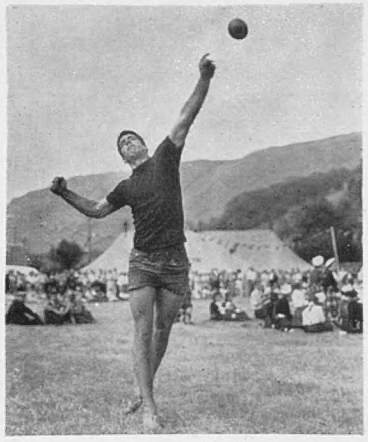
Flesh Tints.—My memories of a fine summer are pleasant, and might have been pleasanter still if only those worshippers of the sun possessed "human forms divine" which were not so often subhuman. It is our fashion nowadays to take off all our clothes (save where "decency forbids") and lie about in any open patch to catch the sun's ray or the passer-by's eye, whenever the thermometer reaches 70 degs. As usual, we carry the fashion to excess. For my part, when the human form divine is reasonably human, I don't object. Though I think Nature made the male form more attractive than the female when not disguised in clothes, a pretty girl with nothing much on her suits me when her skin is clear and when the sun don't paint her lobster-colour. But that doesn't go for a fat and spotty girl with crimson stripes, nor for a corpulent middle-aged woman wearing every shade of red from toe-nails to lips, nor for a mahogany-coloured man of late middle age, hairy as an ape, and recalling a too-long-dead whale washed up on a beach. But the modern nudist has no such doubts about the divinity of the human form, and æsthetes like you and me must expect a butcher's shop exhibition in the dog days. One wonders what Horace would have made of it: *Nudaque Veritas*.

Jane Austen Society.—The Jane Austen Society, which started as a brave local effort in the war, is beginning to assume national, or international, status. The cottage at Chawton, near Alton, in which the bulk of Miss Austen's novels were written or revised, is to-day a popular shrine, holding a number of relics of the authoress and much of interest concerning her and her times. The annual meeting grows yearly in size and interest, and the last, held on July 23 at Alton, was perhaps the largest ever. The President, the Duke of Wellington, spoke amusingly on Jane Austen's shrewd choice of names for her characters, Sir Arthur Bryant admirably painted the state of the nation shortly after the publication of *Pride and Prejudice*, and the Society's chief benefactor, Mr. Edward Carpenter, was able to report more acquisitions of land and treasures. A large number of Americans to-day are members of the Society, and benefactors also. A member gets his money's-worth at the present modest subscription of 5s. a year, and new subscribers would be well advised to choose life-membership and be free from the trouble of remembering to renew annually so trivial a price for privileges so attractive. The Secretary's address is Ivall's Bentley, near Alton, Hants—if you wish to know!

THE OLD STAGER

THE OPENING OF THE HIGHLAND GAMES SEASON IN SCOTLAND





HIGHLAND DANCING AT LOCHEARNHEAD: A view of one of the colourful competitions in progress at the Lochearnhead and Balquidder Highland Games. The games park at Lochearnhead is situated at the top of Loch Earn, and is one of the most picturesque in the country.

***On left*—PUTTING THE 16-lb. BALL: Jay Scott (left), of Inchmurrin, was the winner of the event with a distance of 42 ft. 8 ins. He also won the hop-step and leap. *On right*—Rod Marr, of Illinois, U.S.A., who is on a four-week cycling holiday in Scotland, was the runner-up. In addition to tying for first place in the high jump, he was third in the 22-lb. ball, but was unplaced in the broad jump and hop-step and leap. He was the only competitor in the heavy events not wearing the kilt.**

CRANWELL'S R.A.F. CADETS SALUTE THE PRINCE OF THE NETHERLANDS

PRINCE BERNHARD TAKES THE SALUTE AT A PASSING-OUT PARADE: Watched by a vast gathering of spectators, Royal Air Force Cadets march past the Royal visitor during the Passing-Out Parade of No. 65 Entry at the R.A.F. College at Cranwell, Lincolnshire. Prince Bernhard, who wore the uniform of an honorary Air Vice-Marshal of the R.A.F. Volunteer Reserve, also presented awards. These included the Sword of Honour, which was handed to T. R. Morgan, of the Secretarial Branch, the first ground staff flight cadet ever to win the Sword at the College.

THE "MAYFLOWER" TO SAIL AGAIN

WORK STARTS ON A REPLICA OF THE PILGRIM FATHERS' SHIP: The keel is formally laid at Brixham, in Devon. The ceremony is being performed by Lieut.-Commander D. K. Winslow, R.N., five of whose ancestors were among those who sailed in the original vessel in 1620. The replica is being given by Britain to America. (Another picture is on page 201.) It is estimated that the final cost of the ship when fully fitted may be £80,000.

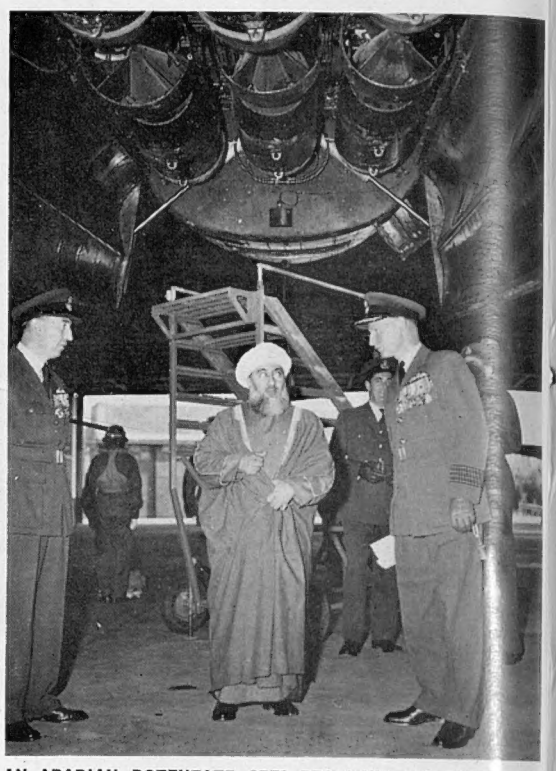
THE FIRST CROSS-CHANNEL FLIGHT RE-ENACTED

A REPLICA OF BLÉRIOT'S FAMOUS PLANE OVER DOVER HARBOUR: In the cockpit is the fifty-nine-year-old French pilot, M. Jean Salis. The aircraft is an exact reconstruction of the aeroplane in which Louis Blériot made his historic flight—the first across the Channel—forty-six years ago. M. Salis last week followed Blériot's course from Calais to Dover, taking exactly the same time, forty minutes, as the immortal pioneer. He was escorted by three other aircraft and flew most of the way at 1,500 ft. Eventually he made a perfect landing at Ferryfield, near Lydd, in Kent. Louis Blériot's pioneer flight was from Baraques, near Calais, to a meadow behind Dover Castle. M. Salis knew Blériot and conceived the idea of flying the Channel in a replica last year, on the forty-fifth anniversary of Blériot's flight. Then, however, he was stopped by the French authorities, who considered him too old.

ENGLISH SURVEY

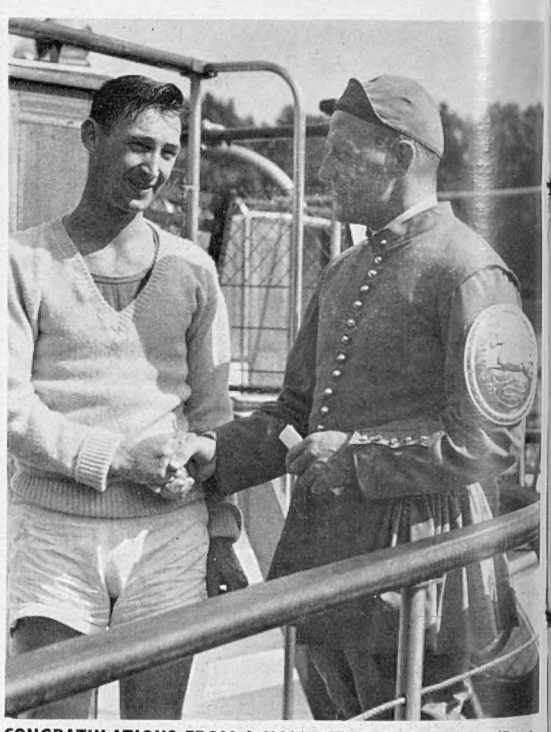
A Pictorial Record of Events in many Parts of the Country

A SULTAN VISITS THE R.A.F.



AN ARABIAN POTENTATE SEES BRITAIN'S AIR FORCE: His Highness Said Bin Taimur, Sultan of Muscat and Oman, stands beneath the loaded bomb racks of a Lincoln bomber after he had inspected the aircraft during his ceremonial visit last week to the R.A.F. **Station at Upwood, in Huntingdonshire.** With him is the station commander, Group Captain R. A. C. Carter, D.S.O., D.F.C. The Sultan saw a flying display by Hunter, Canberra and Lincoln aircraft. Among the crews he inspected were those from the Air Squadron of Liverpool University, on summer camp at the station.

THIS YEAR'S DOGGETT'S WINNER

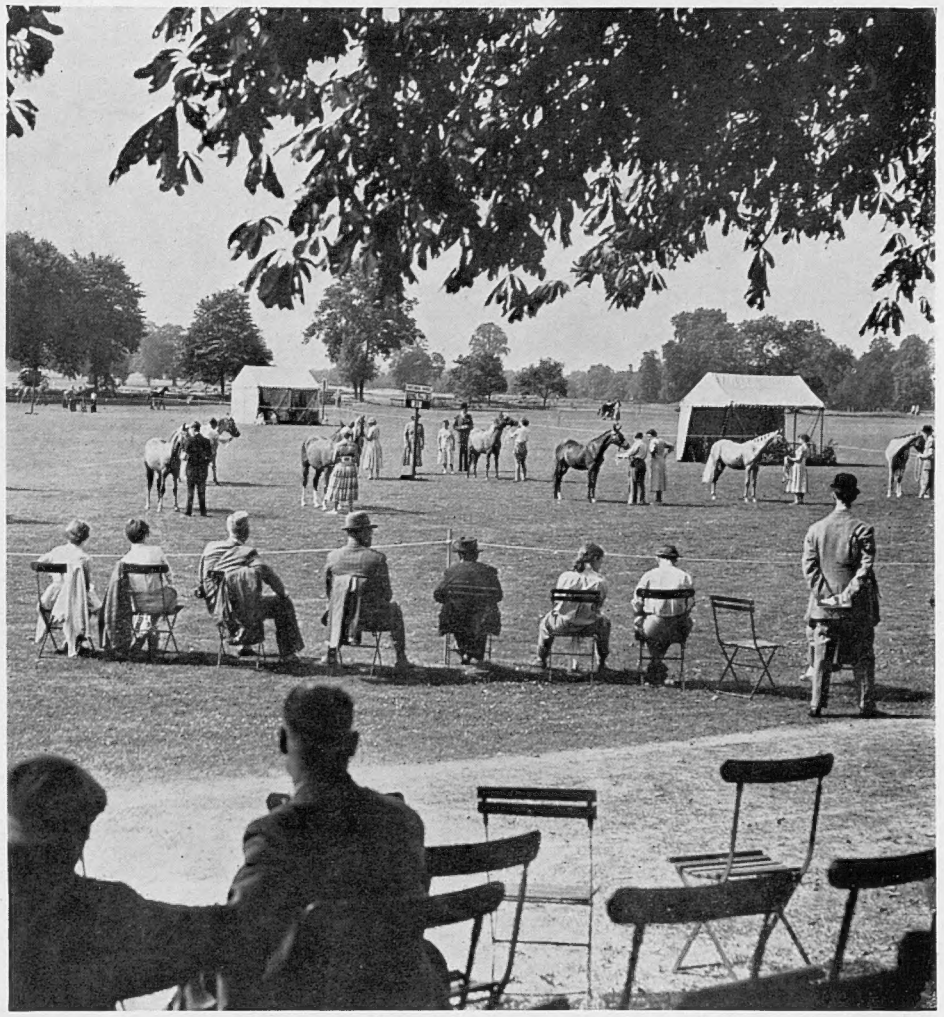


CONGRATULATIONS FROM A HOLDER: J. T. Goulding (Deptford), winner of the Doggett's Coat and Badge race, receives congratulations from Tom Taylor, a pre-war winner of the race, and at the same time gets a glimpse of the picturesque coat and badge which he is now entitled to wear. There were three challengers this year for the honour, and they competed in skiffs over the traditional course from London Bridge to Chelsea. Goulding shot ahead at the start, followed by H. G. Pace (Gravesend), while D. Field (Millwall) was "left" at the stake-boat. Goulding opened up a lead of 53 seconds by the time he reached Waterloo Bridge; as Field reached Westminster Bridge Goulding was almost past Lambeth Bridge. So far ahead was the winner that the host of umpires and experts following the race in launches could only catch brief glimpses of him. Goulding eventually won in 26 mins. 10 secs., over two minutes ahead of Pace.

PILGRIMAGE TO HOLY ISLAND

THE BISHOP OF DURHAM LEADS 3,000 PILGRIMS ACROSS THE WET SANDS TO HOLY ISLAND, OFF THE NORTHUMBERLAND COAST: Dr. A. M. Ramsey (second from right), accompanied by priests who include the Venerable B. B. Shrisunder, Archdeacon of Urangabad, India, crosses to the island's church to take part in the annual service. He preached at the service conducted in the open air by the Bishop of Jarrow. The pilgrimage was organised by the Durham Diocesan Committee of the Society for the Propagation of the Gospel. Holy Island, or Lindisfarne, is one of the earliest strongholds of Christianity in Britain, St. Aidan having founded a monastery there in 635. St. Cedd and St. Chadd were also associated with the island.

ARAB HORSES ON SHOW IN LONDON

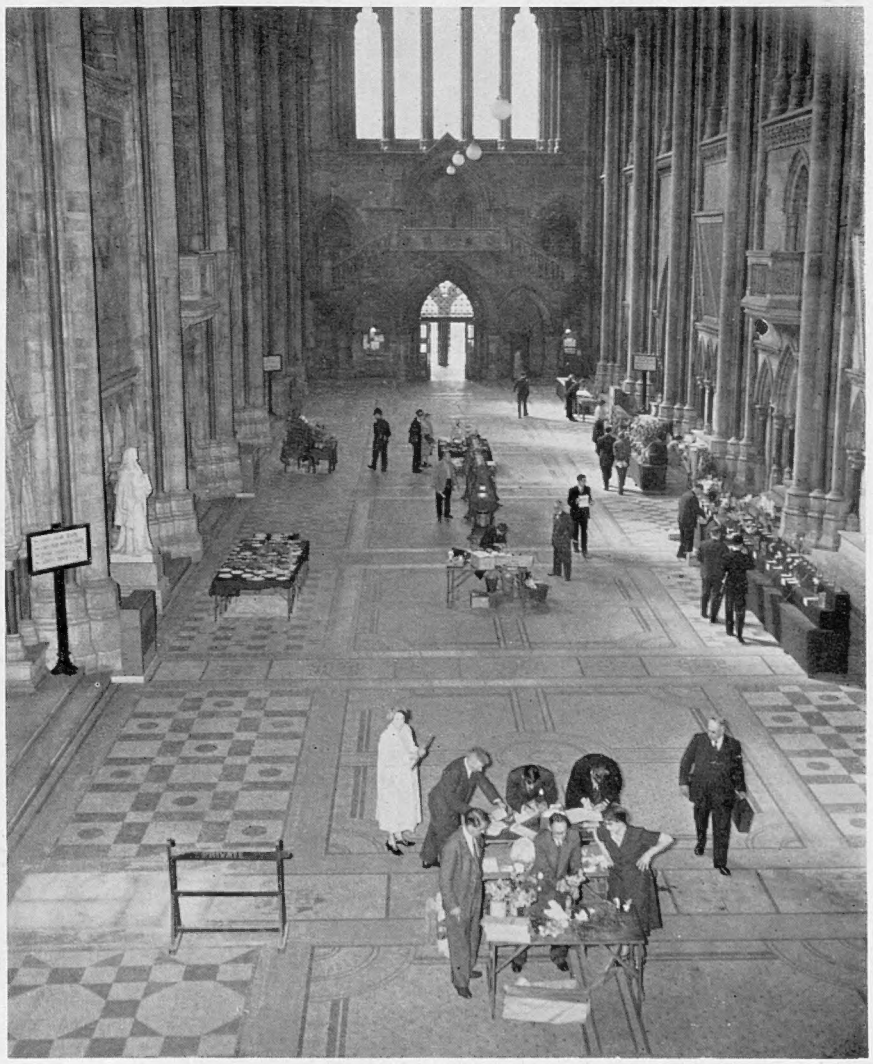


JUDGING IN PROGRESS AT ROEHAMPTON: Part-bred Arab yearling colts, fillies and geldings await the judges' verdict in the annual Show of the Arab Horse Society at Roehampton Polo Club. This year in all classes there was a distinct improvement of quality. The Male Championship of the show went to Lady Wentworth's Dargee, by Manasseh out of Myola, bred by Mr. Ruxton, of Basingstoke, and winner of the yearling championship in 1946. Reserve was Mrs. Linney's chestnut Mikeno, by Rissalix out of Namilla, bred by Miss Yule The Junior Championship was won by Mrs. Bomford's Crystal Fire, who is by Dargee. In a strong stallion class, the winner was Mrs. Barling's Robin Adair of Kingsholme. The Female Class Championship was awarded to a yearling—Miss Yule's Princess Zia, who also won the Winston Churchill Cup in the recent International Horse Show.

A NOTABLE MERSEYSIDE OCCASION

A 33,000-TON ORE CARRIER AFTER HER LAUNCHING: The *Leader* is seen as she lurches when entering the fitting-out basins at the Cammell Laird shipyards at Birkenhead. Earlier she had been launched at the Company's yards by Mrs. I. M. Wilson, wife of the President of the Aluminium Company of America. The launching of this 33,000-ton vessel, which has been built to carry ore for the Pan-Ore Steamship Company, was a notable occasion for the Birkenhead shipyard. The *Leader* is the biggest vessel built for commercial purposes to be launched on Merseyside since before the war.

THE LAWYERS DISPLAY THEIR PRODUCE



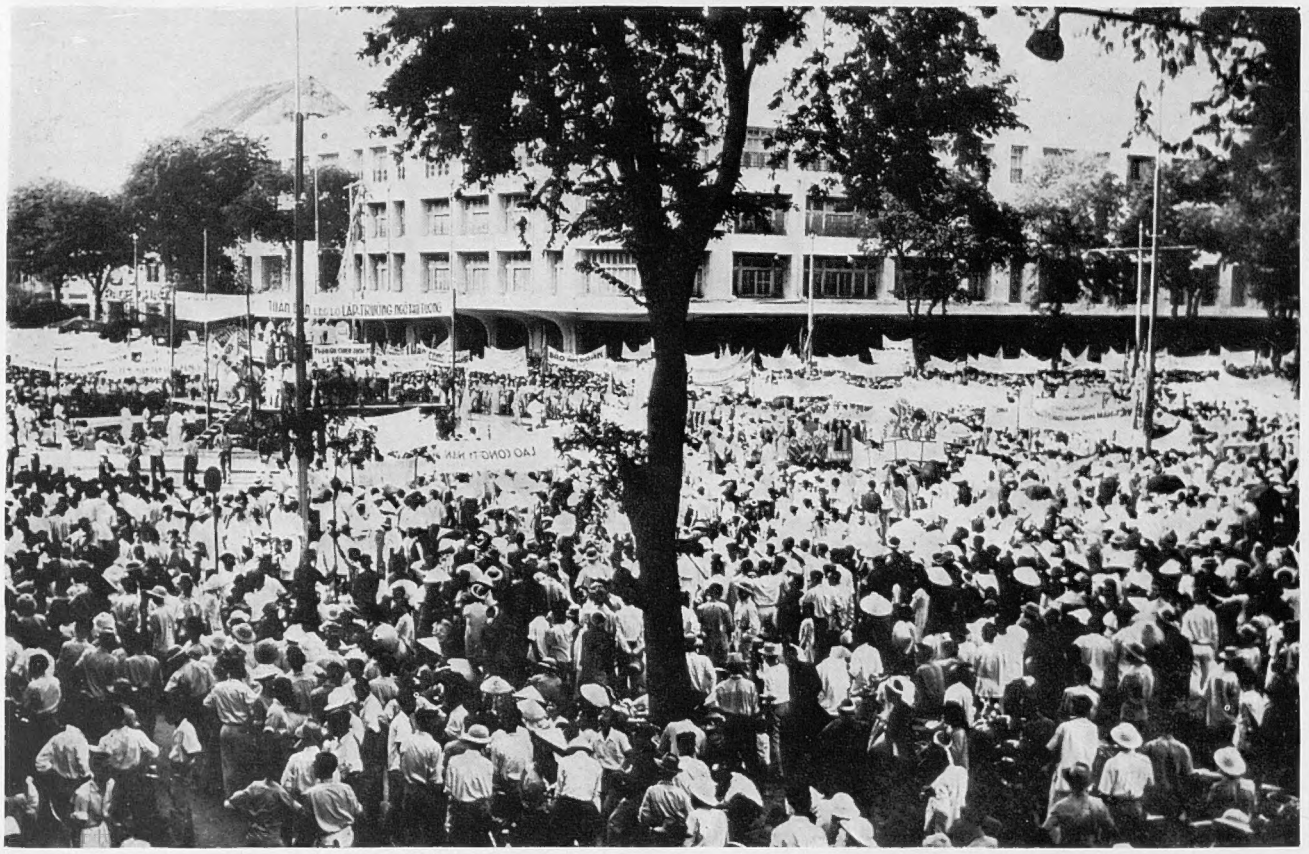
THE FRUIT AND FLOWER SHOW IN THE LAW COURTS, IN THE STRAND: A general view of the Gothic Great Hall of London's Law Courts, before the fruit and flower show held by the Supreme Court Horticultural Society. The show was held on the day on which the Law Courts rose for the Long Vacation, so the course of justice was not impeded. This is the third year in which judges, barristers, solicitors and clerks combined to exhibit all that is best among their home-grown fruit, flowers and vegetables. So uniform was the standard that judging, for once, posed a problem.

The Foreign News in Pictures

THE RIOTS IN SAIGON

AND A SURVEY OF OTHER RECENT EVENTS IN ALL PARTS OF THE WORLD

It would be wrong to attach too much importance to the riots which occurred in Saigon on the occasion of the first anniversary of the signing of the Geneva Agreement. It would be equally wrong, however, to shrug off the disturbances as the work of a dozen hooligans, as did the Viet Namese Premier, Mr. Ngo Dinh Diem. The great crowd which had gathered to demonstrate against the terms of the Geneva Agreement got out of hand when it reached the Hotel Majestic. It was here that members of the International Armistice Commission were staying, as well as foreign tourists, who included Mrs. Perle Mesta, former American Ambassador to Luxembourg. Some of the demonstrators ran riot in the hotel, throwing furniture out of the windows, breaking into rooms and setting fire to furnishings. Hotel guests were physically assaulted, among them Mr. Desai, the Indian President of the Armistice Commission. Perhaps the worst feature of the whole affair was the fact that the Viet Namese authorities made no attempt to control the riots until it was too late, and it is this aspect that has caused the greatest concern and been the subject of diplomatic protests.



THE DEMONSTRATION THAT QUICKLY GOT OUT OF HAND : This was the scene in Saigon as Viet Namese demonstrated in protest against the Geneva Agreement, which had been signed just a year before. Quickly, however, the demonstration got out of hand. The Hotel Majestic, where the chief members of the International Armistice Commission were staying, was sacked, and members of the Commission molested. Two of the roters were killed and more than fifty injured.

POLICE ARRIVE—BUT THE DAMAGE HAS BEEN DONE : The young hooligans leave the Hotel Majestic, wreathed in smiles and their arms raised. The damage done to property there and elsewhere in Saigon was estimated at at least £150,000.

THE MARCH ON THE HOTEL IS ABOUT TO BEGIN : Not long after this picture was taken the riots broke out. There was considerable criticism of the negligence of the Viet Nam authorities in the capital in getting the demonstration under control in time. An Indian member stated that it had become impossible for the Armistice Commission to do its work.

NEW HELICOPTER DEVELOPMENT IN THE UNITED STATES : This latest entry into the now highly-competitive field of helicopter production is the CH-1 built by the Cessna Aircraft Company of Wichita, Kansas. It is an all-metal machine with a single main lifting rotor and a conventional tail rotor. The helicopter can hover at heights of over 15,000 ft. with two people inside. With another 400 lb. of freight it can hover at 11,000 ft. With a supercharged engine located in the forward fuselage, the helicopter has a speed of 122 m.p.h. at sea-level. Another American development, made known last week, is that of a new type of turbine engine which will power the Bell XH-40 helicopter.

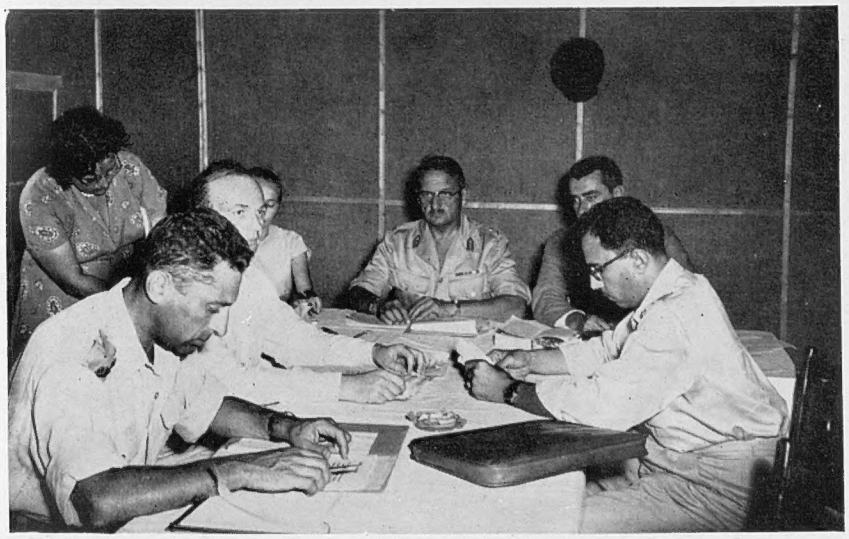
NO. 70 SQUADRON OF THE ROYAL AIR FORCE RECEIVES ITS STANDARD IN THE MIDDLE EAST : The General Salute is taken by the reviewing officer, Air Vice-Marshal Sir Hazelton R. Nicholl (rtd.), at the ceremony at the R.A.F. station, Fayid. Air Vice-Marshal Nicholl, who commanded 70 Squadron from 1926 to 1928, presented to the squadron the Standard which had been approved as long ago as 1943. Among those who attended the ceremony of presentation and consecration at the base in Egypt were the Vice-Chief of Air Staff, Air Chief Marshal Sir Ronald Ivelaw-Chapman, who was another former member of No. 70 squadron, and the Commander-in-Chief of the Middle East Air Force, Air Marshal Sir Claude B. R. Pelly.

THREE YEARS AFTER HIS ABDICATION PRINCE FAROUK HOLDS A CONFERENCE IN PARIS . . . : The former King of Egypt is seen making a long statement to the Press in a Paris hotel to mark the third anniversary of his departure from Egyptian soil and the beginning of military rule in Cairo. He denounced the present rulers of Egypt, alleging that they had plunged the country into an unprecedented regime of terror. "The end of this nightmare of terror," added Prince Farouk somewhat cryptically, "is, no doubt, very near." He refused to answer any questions of a personal nature.

. . . AND THE MILITARY JUNTA HOLD A PARADE IN CAIRO : The leaders of Egypt are amused by a small boy on the parade rostrum. President Soekarno of Indonesia is at the extreme left, next to Lieut.-Colonel Nasser, the Egyptian Prime Minister. Other Ministers are, from left, General Amer (War) ; Lieut.-Colonel Moheiddin (Home Affairs) ; Wing-Commander Ibrahim (National Production) ; Major Hussein (Education) and Major Salem (National Guidance). There was no sign of General Neguib, the man who led the military revolt against King Farouk.

ROMAN CATHOLICS FROM THIRTY COUNTRIES MEET IN RIO DE JANEIRO : Crowds line the streets of the Brazilian capital during the parade which preceded the opening of the thirty-sixth International Eucharistic Congress there. In the procession was carried the image of Our Lady of Apparecida, the patron saint of Brazil. It was estimated that nearly 1,000,000 people were in the streets to watch the procession. Over 250,000 pilgrims came to Rio de Janeiro for the Congress. In 1831 there were 800 pilgrims at the first Congress. Among those present in Rio were Cardinal Spellman, of New York, and Cardinal d'Alton of Armagh.

AN EARTH-BOUND SAUCER FOR THE HAGUE : This elliptical head, the closure for an oil storage tank, is seen at the beginning of its journey from the Lukens Steel Company at Coatsville, Pennsylvania, to one of the subsidiary companies of the Royal Dutch Petroleum Company at The Hague. The huge saucer of stainless steel is about 19 ft. in diameter and weighs nearly 13 tons, and is one of the largest elliptical heads ever made. Normally, heads of this size are cut in half for shipment and welded together on their arrival at the ultimate site. But this particular one was making the journey by ship in one piece.



THE PRESS IS ADMITTED TO A MEETING OF THE MIXED ARMISTICE COMMISSION ON THE TURBULENT ISRAELI-EGYPTIAN BORDER : The first photograph to be released of a meeting between Egyptian and Israeli delegates at "Kilo 95" of the Beersheba-Gaza road. At the head of the table sits Major-General E. L. M. Burns, the Canadian Chief of the United Nations Truce Supervision Organisation. At left are Lieut.-Colonel Jacob Nur-Sela, Senior Israeli delegate, and Mr. Joseph Tekoah, Director of Armistice Affairs at the Israeli Foreign Office. Opposite them is Lieut.-Colonel Salah Gohar, Director of Palestine Affairs at the Egyptian War Ministry.

THE BURMESE PRIME MINISTER VISITS JAPAN ON THE LAST STAGE OF HIS WORLD TOUR : U Nu, extreme left, is seen at the Imperial Palace in Tokyo, when he was received in audience by Emperor Hirohito, extreme right. Also present at this charmingly informal audience are, from left, the Emperor's eldest son, Crown Prince Akihito ; the Empress ; and U Nu's wife, Daw Mya Yi. The Burmese visitors spent four days in Japan before returning home after an eight-weeks tour which had taken them to Israel, Yugoslavia, Britain and the United States. Burmese-Japanese relations have taken on added importance since last April, when the reparations agreement between the two countries came into force.

THE GOODWOOD SCENE

The Queen Leads the Large Number of Personalities Who Attended this Most Popular of Racing Gatherings

THE QUEEN AT THE RACEGOERS' HOLIDAY MEETING : Her Majesty is seen at Goodwood accompanied by the Duke of Richmond and Gordon, who was acting as host to the Queen and the Duke of Edinburgh during Goodwood week. The Royal party was staying at the Duke's home near the course. The cool breeze which made race-going pleasant under the warm sun on the first day of the meeting was, nevertheless, strong enough for the Queen to wear this close-fitting, full-skirted coat of navy-blue wool, with white piping around the collar and cuffs.

JOCKEY'S INSTRUCTIONS IN THE PARADE RING : The Duchess of Norfolk talks to H. Packham about his ride on Sir Francis, owned by the Duke of Norfolk, who looks on. This Arundel stables entry for the Craven Stakes was unplaced.

A BREAK FROM THE CITY : Mr. Peter Koch de Gooreynd, a member of a famil well-known in City circles, is seen relaxing in the fine July sunshin at Goodwood with Mrs. Hamilton Stubber, left, and Miss Fiona Menzies

AN OLD FRIEND FROM THE NORTH : Captain C. F. Elsey, the Malton trainer, left, chats with Lady Zia and Sir Harold Wernher. Captain Elsey's son's horse Tippecanoe was a runner.

A FAMILIAR FIGURE AT THE RACES : Mr. Robert Morley, the actor, is seen wearing a holiday hat as he marks his race card.

A DAY ON THE DOWNS AFTER THE HURLY-BURLY OF THE LONDON SEASON : Miss Frances Sweeny, one of this year's debutantes, with Mr. Robin Althaus.

GOODWOOD AT ITS BEST—THE PARADE RING CROWDED WITH RACEGOERS IN THE JULY SUNSHINE: This was the scene before the main race on the first day of the Goodwood meeting last week. In the distance can be seen the crowded and ever-popular Trundle Hill. The £2,722 Stewards' Cup was won by Mr. W. C. Tarry's King Bruce, who was ridden by W. Rickaby and trained by Mr. P. Hastings-Bass. The Queen was present and was accompanied by the Duke of Edinburgh.

GLORIOUS GOODWOOD

The Annual Racing Event below the Sussex Downs Enjoys its Customary Fine Weather

Because of the railway strike in June, Royal Ascot was postponed to within a fortnight of Goodwood, and there were those who said that the annual Sussex event would lose much of its customary lustre as a result. But rarely can the scene below the Downs have looked lovelier than last week when, in the sunshine that has become the prerogative of Goodwood Week, the meeting opened in the presence of the Queen. Trundle Hill was packed with racegoers, the "regulars" being, as usual, leavened with a sprinkling of holidaymakers who had come up to Chichester for the day from their seaside resorts.

Goodwood, in fact, is essentially a holiday meeting, and there is an end-of-term spirit in the air. The top-hats and even bowlers are discarded, and soft hats and boaters take their place. The horses, too, cast off their pretensions: the races do not perhaps attract the same quality as does Ascot, but it is a good horse that wins the finely-handicapped races which are such an attraction to owners and trainers. The first of the big races was the Stewards' Cup, and was won by Mr. W. C. Tarry's four-year-old King Bruce. He was a complete outsider after his poor showing in the Wokingham Stakes at Ascot, and he won by only a neck from the Watling Street gelding Roman Vale. King Bruce's win was not only a tribute to the training and riding of Peter Hastings-Bass and W. Rickaby, respectively, but also to the late Fred Darling, who bred this Fair Trial colt. Another loser at Ascot to distinguish himself last week was Democratic, who won the King George Stakes, while the valuable Goodwood Stakes went to the Cesarewitch winner, French Design, who thus completed a rare and notable double.

THE LARGEST CABLE SHIP IN THE WORLD MAKES READY TO SAIL AND LAY THE FIRST TRANSATLANTIC TELEPHONE CABLE : The 8,050-ton H.M. Telegraph Ship *Monarch*, on the Thames at Erith, Kent, is seen being loaded with the first section of cable. A special 70-ft. tower in the river supported the cable in mid-span.

"Monarch" Loads the Transatlantic Cable

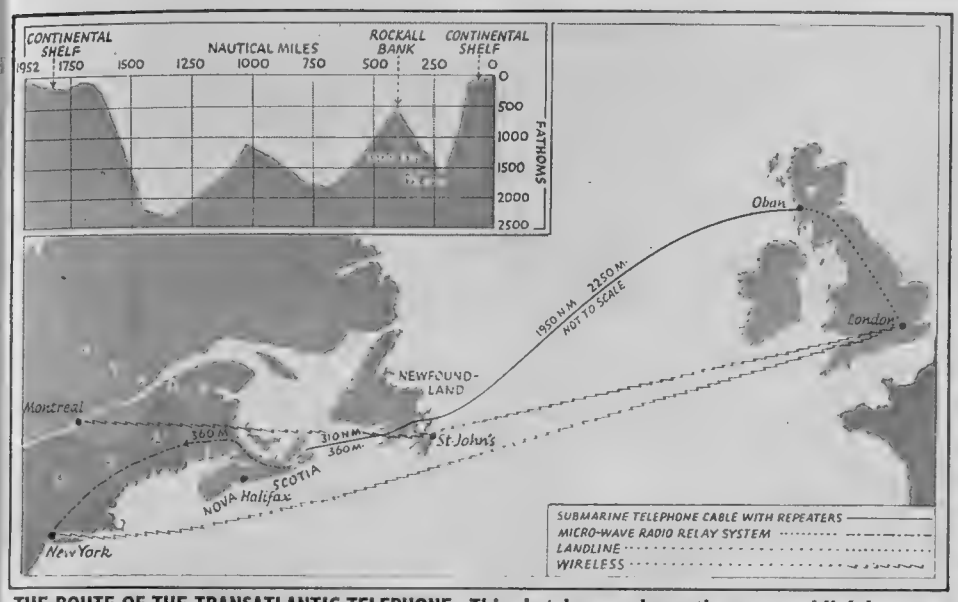
The British Cable Ship Takes on 1,300 Nautical Miles of Coaxial Telephone Cable for the First Deep Sea Laying Operations

Last Saturday the cable ship *Monarch* left England on what the Postmaster-General described as "the most important assignment in the history of submarine telephony." The first deep-sea section of the transatlantic telephone cable is to be laid by *Monarch* during August. Already some 200 miles of cable have been laid out into the Atlantic from Newfoundland. The end of this will be picked up by the cable ship, which will pay out the coaxial cable across the Atlantic towards Britain. If the weather is fine the operation can be carried out at a speed of six to eight knots, and the 1,300 nautical miles to the Rockall Bank can be covered in about twelve days.

The first stage will have been completed when the Rockall Bank is reached. *Monarch* will then load at Erith the remaining 550 miles of cable required to take the line from Rockall to Oban, on the west coast of Scotland. Thus a link from Oban to Clarenville, in Newfoundland, will have been effected. At Clarenville a single cable will take telephone messages a further 360 miles westwards to the mainland of Canada at Sydney Mines, Nova Scotia. From there telephone calls will leave the cable for re-transmission by micro-wave radio relay on the last lap of their journey to Montreal or New York. Next year, the second of the two cables will be laid.

IN THE CABLE TANK : The cable is stowed below as it is loaded on *Monarch*. The cable ship took with her 1,300 nautical miles of the special cable to be used for the transatlantic telephone, together with twenty-nine flexible repeaters, which amplify all telephone conversations up to a millionfold.

DOWN IT GOES : The coaxial cable moves slowly but surely into the tank below by means of rollers. The cable, which is 1·21 ins. in diameter, was loaded directly from the Submarine Cables Works at Erith.



THE ROUTE OF THE TRANSATLANTIC TELEPHONE: This sketch-map shows the proposed link between London and New York, via the submarine-telephone cable between Scotland and Newfoundland which *Monarch* is now laying. *Inset* is a diagrammatic representation of the varying depths of the Atlantic through which the cable will have to pass. On the present journey, the ship begins to lay cable in Newfoundland and works her way eastwards, passing over some of the deepest parts of the Atlantic. Given good weather, the job of laying one direction should take about twelve days.

On left—

THE POSTMASTER-GENERAL WISHES THE ENTERPRISE GOOD LUCK: Dr. Charles Hill shakes hands with Captain J. P. Betson, commander of *Monarch*, on board the cable ship at Erith. *Monarch* is the successor of two previous ships of the same name, sunk by mines in successive wars.

THE INTRICATE OPERATION OF LOADING THE CABLE: A view from the shore gantry at Erith, showing double lines of cable being fed to the ship over the central supporting tower. Care has to be taken to avoid twisting or kinking the cable.

H.M. TELEGRAPH SHIP "MONARCH" BEFORE LEAVING ON "THE MOST IMPORTANT ASSIGNMENT IN THE HISTORY OF SUBMARINE TELEPHONY": That is how Dr. Charles Hill described the task of the cable ship before she set out on her journey across the Atlantic. She is to join the cable to the buoyed end of a 200-nautical-mile-length of cable laid from Newfoundland earlier this year, and then lay it to the Rockall Bank, 500 miles off the coast of Scotland. When completed, the two-cable transatlantic telephone link will have cost £12,500,000.

THE PRODUCTION OF LOCKHEED'S C130A HERCULES, AMERICA'S FIRST MILITARY TURBO-PROP TRANSPORT PLANE, IS NOW IN FULL SWING : This 400 m.p.h. aircraft, which has been designed for assault and support missions, is capable of carrying up to ninety-two fully-armed troops or such heavy equipment as a 6-ton 155 mm. howitzer, complete with its 13-ton high-speed tractor. In this picture a Hercules is seen flying over America's highest granite dome, Stone Mountain, in Georgia. The plane's power is provided by four 3,750 h.p. Allison T-56 turbo-props. The fuselage is 95 ft. long ; wing span is 132 ft., and the height is 38 ft. A particular advantage of the plane is its very short take-off run for its size and its 35-degree angle of climb. The Hercules is being built in a Lockheed-operated U.S. Government aircraft factory at Marietta, in Georgia, the largest integrated aircraft plant under one roof in the world.

American Aviation

TURBOPROP, JET AND "HYDRO-LIFT"

Mass-Producing the Hercules; a New Version of the Super Sabre; and a Plane to Operate from Land and Water

THE FIRST PLANE TO BE FITTED WITH A RETRACTABLE "HYDRO-LIFT" : The Bellanca Cruisemaster, built by the All-American Engineering Company, of Wilmington, Delaware, operates from land and water. In flight the landing-gear retracts under the wings.

AMERICA'S LONG-RANGE SUPER SABRE ROARS INTO THE AIR : The F100C, a new version of the North American Aviation Company's Super Sabre fighter, is capable of carrying atomic bombs at supersonic speeds. Its prototype YF-100A was the first supersonic operational fighter to be developed for the U.S. Air Force. When it flew for the first time in 1953 it exceeded the speed of sound in level flight. The new fighter has been assigned to the 450th Fighter Day Wing in Texas.

LANDING ON LAND AND WATER : *Left*—Wheels protruding from the "hydro-lift" landing-gear allow the plane to land on hard surface runways or fields. *Right*—After landing on water with the aid of skis the plane is capable of maintaining a speed of 15 m.p.h. while the pilot taxis the machine to a beach or ramp. For a sea take-off the plane has a short beach run to gather speed. The "hydro-lift" landing-gear, which weighs less than 100 lb., operates on the same principle as is employed by water-skiers. It is said that the plane can also operate from mud, snow and ice.

A NORWEGIAN THREE-MASTER LEAVES THE TYNE : The training-ship *Sørlandet* is towed from the Tyne after a week's visit. This twenty-eight-year-old vessel is used for training boys for the Norwegian merchant marine and came to the Tyne on a training cruise. Beyond her, on the right, the Norwegian mail boat *Leda* nears the end of her voyage to Britain from Bergen. After a quick turn-round she will reach her home waters many hours ahead of the *Sørlandet*.

SAILS ON THE SEAS

A Training-Ship Visits Tyneside ; And an Old Sailing Vessel heads for her Final Berth

On left—
THE SAILS ARE UNFURLED : Four miles from the English coast, the *Sørlandet* has slipped the towing-cable from the tug and her crew of seamen in training have set the sails. With a favourable wind she will soon be on her way home to finish her summer cruise.

A QUEEN OF THE SEA RETIRES : The square-rigged *Balclutha* is brought into San Francisco harbour in California. This seventy-year-old ship could once claim the title of Queen of the fleet which sailed the seas round Cape Horn. Now she is being laid-up in San Francisco and will soon be opened as a museum.

THE SHAPE OF THINGS TO COME ? The curve of the nearly completed Briton Ferry Bridge, in South Wales, is an example of the type of structure which would improve Britain's roads under the new Government scheme. The bridge is over ¾-mile-long and 90 ft. wide, with a dual carriageway, and cycle tracks and footpath on both sides. It is a vital link on the main road between Swansea and Cardiff.

On right—

ONE OF THE FINEST ROADS IN BRITAIN : The Jersey Marine road is part of the new Swansea-Cardiff highway. It caters for cycles and pedestrians as well as for motor traffic. In left background are the storage tanks of the National Oil Refineries, and from centre to right run Dawnay's Steel Works.

NEW ROADS IN WALES

Work Progresses on Bridges and Trunk Highways Round Swansea for the New Coast Road to Cardiff

Those engaged on plans for Britain's new roads can study to advantage an ambitious scheme which is already partially completed in South Wales. Those familiar with the coast highway [from Cardiff, via Port Talbot to Swansea, will soon find they no longer have to make the tedious detour to reach the last-named town, via Neath, and will save some ten miles on their journey.

The main road approach to Swansea from the direction of Cardiff has for many years been through Neath, Llansamlet and Morriston, and then southward down the valley road to the town and the docks beyond. Over thirty years ago discussion began on schemes for improving this approach by bringing the coastal road direct into Swansea and thus by-passing Neath.

However, it was not until 1936 when, under Act of Parliament, the Ministry of Transport took over responsibility for all trunk roads, that it became possible for plans to materialise. But because of the war, more than a decade elapsed before work could be put in hand. The project was started in 1949. Its main new features are a great new bridge at Briton Ferry, outside Swansea, the Jersey Marine road, now finished, and an approach road into Swansea on which work is making rapid progress.

This bridge is one of the finest in the country, being over ¾-mile in length, passing over both the railway and the River Neath. It is 90 ft. wide, with a dual carriageway, cycle tracks and footpaths on both sides. The road-level over the river is 100 ft. above the highest spring tide, and gives a clearance for shipping of 90 ft., also at highest spring tide. This is a cantilever bridge with the centre span suspended. The distance of the centre span between the river piers is 300 ft. It is an anchor and cantilever span.

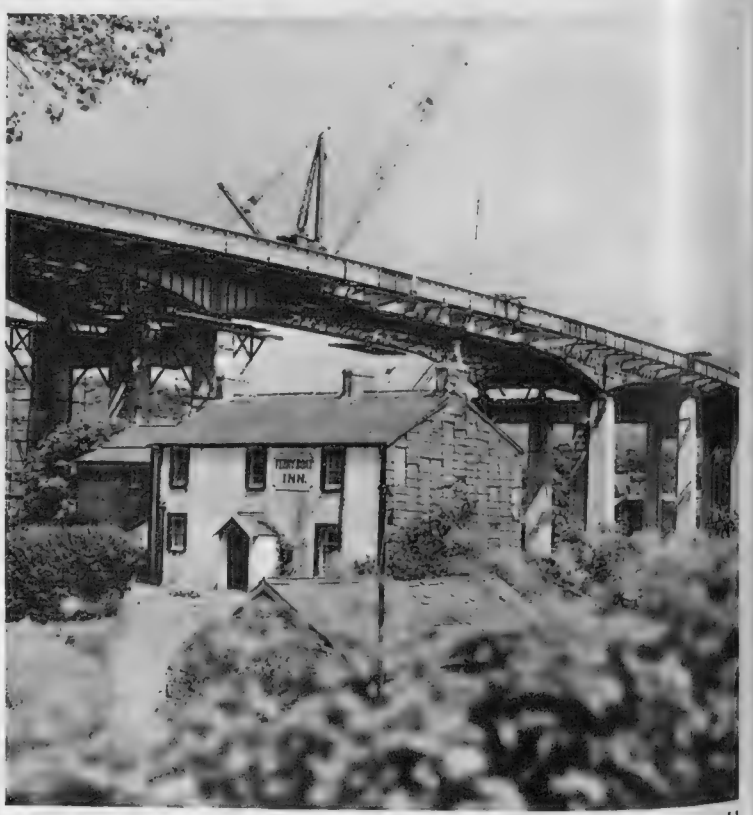
All main girders are of high-tensile steel, and the bridge is designed to carry a 100-ton point load. Decking is of reinforced concrete. The river span alone has 12,000,000 drilled holes for riveting, all made with portable drilling machines. Compressed air was used for sinking the piers and the men were working in a pressure of 30 lb. The cylinders were sunk to 80 ft. below river-bed to find the rock for the foundations. A new feature is the novel monolith foundation construction on the saltings on the Earlswood side of the river. Estimated cost of the bridge on completion is about £2,000,000.

The Jersey Marine road, now complete, is a dual carriageway with central reservations, cycle tracks and footpaths, and joins up with the new Swansea east side approach road, now under construction.

The east side approach road is 2½ miles in length from Jersey Marine to Swansea's town centre, and will cost approximately £1,500,000. It will entail the elimination of several bridges, the building of three new ones, and the reconstruction of at least one other. Work has already started on some of these bridges.

On completion it will be one of the finest roads in the country, and it will eliminate some of the worst bottlenecks in South Wales on the Swansea-London main road.

A BRIDGE WHICH WILL BE DEMOLISHED : The New Cut swing bridge over the River Tawe, which flows into the sea at Swansea, will disappear under the new scheme. It will be replaced by another bridge which will link up with a new trunk road to the highway along the coast.



THE OLD AND THE NEW : The Ferry Boat Inn at Briton Ferry is an old familiar landmark in the locality's history. Now it stands in the shadow of the great new bridge, which crosses both the river and the railway.

ON TOP OF THE BRIDGE : The view is to the east. From bottom left-hand corner is the turning to the planned new Swansea by-pass. From right-hand bottom is the road to Jersey Marine.

On left—

THE NEW APPROACH TO SWANSEA : It runs from Jersey Marine to Swansea centre and will cost £1,500,000.

On right—

THE OLD ORDER : This stone railway bridge has low clearance and is on a dangerous bend. Both road and bridge are to be reconstructed.

TRAFFIC AT TWO LEVELS : The bridge carries the Jersey Marine road over the road approaching Swansea Docks and the railway. The new Swansea roads plan means the long detour by Neath to the Cardiff road will not be necessary.

THE CENTRE SPAN : The central section of the Ferry Bridge is a suspended span. All the main girders are of high-tensile steel and decking is of reinforced concrete. The bridge is designed to carry a 100-ton point load, and when finished it will have cost £2,000,000.

THE ALLIED COUNCIL MEETS IN VIENNA FOR THE LAST TIME BEFORE DISSOLVING ITSELF AFTER NEARLY TEN YEARS OF RULE : The historic last meeting, at which the Council passed a resolution winding itself up. The American delegates, at left, are headed by Mr. James K. Penfield, Deputy High Commissioner and Minister, at whose right is the American military commander, General Arnold. Opposite are the Russian delegates, with the Soviet High Commissioner and Ambassador, Mr. I. I. Ilyichev, centre, and the military commander, General Boykov, at his right.

Austria Regains Her Freedom

At a Brief Ceremony in Vienna the Allied Council of the Four Occupying Powers Restores Sovereignty to Austria for the First Time Since 1938

Jubilant crowds in Vienna greeted the unfurling of the red-and-white flags of Austria in place of those of the Occupying Powers. For at 10.5 a.m. on July 27, Austria regained her freedom under the terms of the Austrian State Treaty which was signed by the Four Powers and Austria in Vienna last May. At its final meeting the Allied Council dissolved itself, and the British, American, Soviet and French representatives paid tribute, both to their colleagues on the Council and to the people of Austria. After nearly ten years of rule over the country, the Four Powers were able to wish the new State "prosperity and happiness in conditions of freedom and peace."

After this brief meeting the last parade of the four-nation garrison was held in the Stalin Platz, and the flags of the Four Powers were hauled down, with all due ceremony. The Austrian Chancellor and members of his Government were among those present. Also witnessing this formal restoration of Austrian sovereignty—for the first time since 1938—were the families of Russian and Western servicemen.

Under the terms of the Treaty all occupation troops must leave the country within ninety days of its implementation—that is, by October 25. At least part of the American force which is being withdrawn from Austria will go to Italy.

THE AUSTRIAN CHANCELLOR RECEIVES THE BEST WISHES OF BRITAIN'S REPRESENTATIVE : Herr Julius Raab (right) shakes hands with Sir Geoffrey Wallinger, the British High Commissioner and Ambassador, outside the Allied Commission building after the Council meeting. Looking on are General Arnold (centre) and behind him Major-General R. E. Urquhart, British Army Commander in Austria.

A LAST PERFORMANCE ? The Russian military band marches past the Allied Council building in Vienna after the Council had dissolved itself. Under the terms of the Austrian State Treaty all military personnel must leave Austria by October 25.

A FRENCH CHAIRMAN TO THE FINAL MEETING : M. François Seydoux de Clausonne, the French High Commissioner and Ambassador, centre, took the chair at the last meeting. At his right is the French military commander, Colonel Olié la Prune.

WHERE ALUMINIUM PRODUCTION BEGINS—THE REDUCTION WORKS AT LOCHABER, IN SCOTLAND : This view of the British Aluminium Company's works at Fort William shows, in the foreground, the pipes which bring water to generate electricity from a catchment area 25 miles away. The reduction works contain 100,000-amp. furnaces for the melting of cryolite and alumina, from which aluminium is produced.

THE LIGHT METAL AGE

The Story of the Aluminium Industry in Great Britain, which in the Centenary Year of the Metal, is Ready to Meet the Rapidly Increasing Demands of Industry and the Home

By AYTOUN ELLIS

THE centenary of aluminium as a commercial metal is being celebrated this year. It has surprised many, still able to remember the time when the aluminium saucepan was a novelty, that the metal should be twice the age of the internal combustion engine and treble that of the first all-metal aeroplane, to both of which it has made so great a contribution.

When first it was produced in measurable quantity by the French scientist, St. Claire Deville, it was called " Silver from Clay " and ranked as a precious metal. The chemical process involved was costly, the initial price of the metal being £50 a pound. The first article to be made of it was a rattle for the infant son of the Emperor Napoleon III. The Empress Eugenie also ordered aluminium cutlery to replace the gold plate at the Tuileries banquets. Attracted by its light weight—only a third of that of steel—the Emperor commissioned Deville to produce aluminium on a large scale so that, with its cost reduced, it could be used for equipment for his armies.

Moreover, in the ten years which followed, only 10 tons of aluminium were produced in the whole world, its use being mainly confined to statuary and jewellery. Then, in the '90's, came the simultaneous discovery by Charles Martin Hall in America and Paul Héroult in France of the electrolytic process for extracting aluminium from its ore. The increased production, and the spectacular fall in price that followed, enabled it to be used for domestic utensils, replacing the heavy cast-iron vessels then in general use. Aluminium was also used for electrical conductors, and when the old *Mauretania* was scrapped, her aluminium busbars were found still to be in perfect condition.

Aluminium in its pure state had its limitations. It was relatively soft and had no great strength, and thus made little or no appeal to the engineer in those early days. Meantime, in Britain, a small amount of the metal was being produced before the electrolytic process was discovered, James Fern Webster's Aluminium Crown Metal Company, in Birmingham, being the most successful. Its days, however, were numbered, as it could not hope to compete with the electrolytic process. Then, in 1894, with Lord Kelvin as scientific adviser and the late Sir Murray Morrison in charge, the British Aluminium Company was formed to work the Hall–Héroult process, and also that of Bayer for extracting alumina (the oxide of the metal) from its ore.

The French had given the name " bauxite " to the ore, since it was from Les Baux that clay, rich in alumina, had first been obtained. The British Aluminium Company's bauxite came from Larne, in Northern Ireland, but as deposits were found to be unsatisfactory, the bauxite was later imported from Guiana. In its early days the Company, which had set up its plant at Foyers, in the Scottish Highlands, where the Falls of Foyers provided the vast quantity of cheap electric power needed, found some difficulty in disposing of its comparatively modest output. There was at that time limited scope and demand for the metal, but, as events were to show, this was a temporary phase.

In 1907 came the discovery by the German scientist Alfred Wilm, which was to transform a comparatively weak metal into one as strong and hard as mild steel, while still retaining its characteristic advantages of light weight and resistance to corrosion. Wilm's discovery was the phenomenon known as age-hardening. This enabled him to produce strong alloys by adding to the molten aluminium up to 4 per cent. of other metals.

Wilm was working at the time at the armaments factory in Düren on a plan to use aluminium for cartridge-cases. To make the metal strong enough for this purpose he had added a small quantity of manganese to it, but had found that the alloy he had produced was still soft and of low strength. He tossed it aside in disgust, but a few days later he found, to his great surprise, that it had become hard and strong.

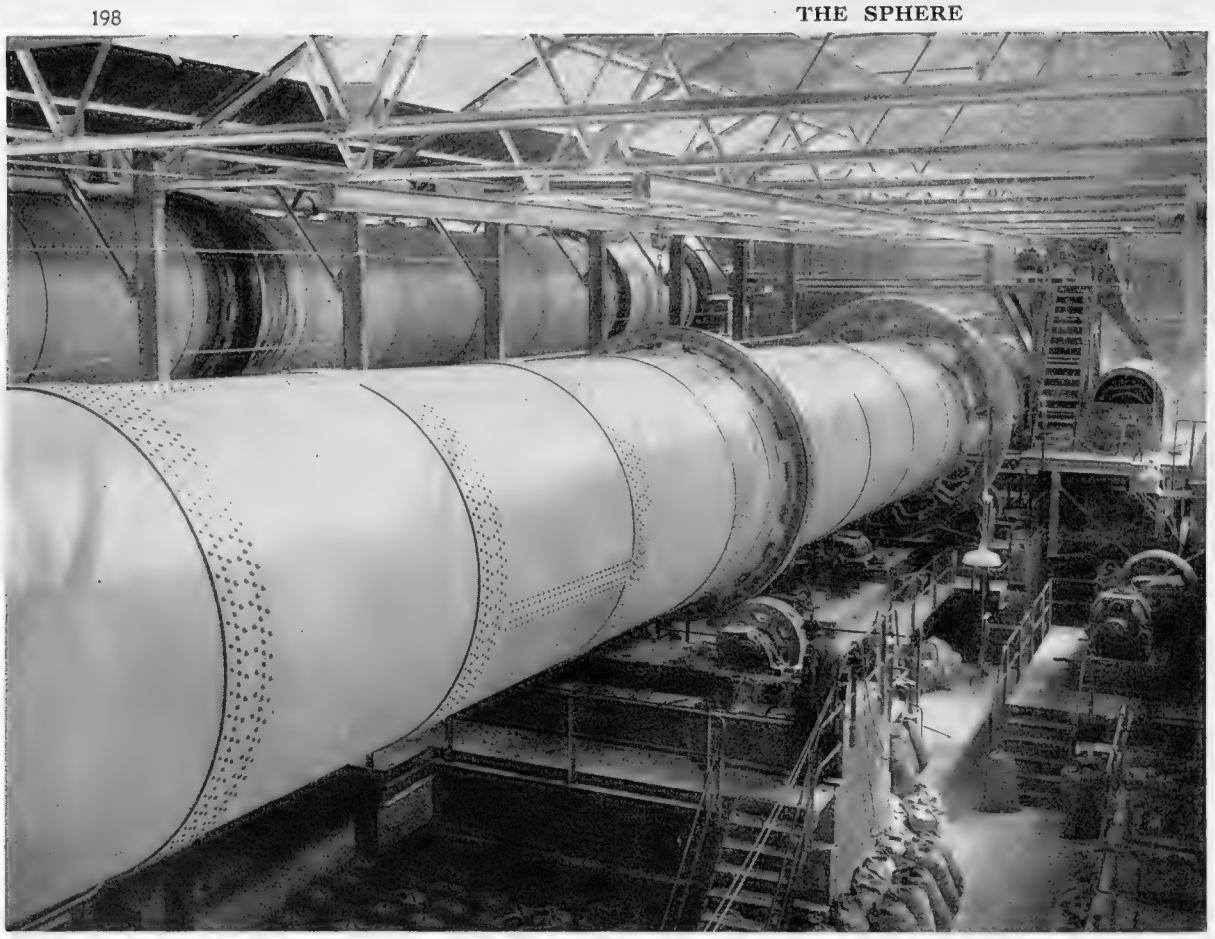
At the time his discovery excited so little interest in Germany that he was left to pay for the patents himself. But in this country Vickers Limited were quick to realise its significance, and at once secured the world rights outside Germany. Acquiring the works of James Booth and Company in Birmingham, they invited a young metallurgist, one of the very few who was familiar with aluminium at that time, to join them and develop the new alloys.

His name was Horace W. Clarke, then working at Woolwich Arsenal. In this centenary year it is singularly appropriate that this pioneer of the strong light alloys in Britain, Dr. Horace Clarke, should be the President of the Aluminium Development Association, the organisation that represents the whole of the aluminium industry in this country. To him goes much of the credit for the development, not only of the strong aluminium alloys but of the techniques involved in producing the metal in its varied forms, whether as plate or sheet, tube or rod, forgings, castings or extrusions. Just as a ribbon of tooth-paste is squeezed from a tube, the metal is forced through dies to produce extrusions of infinite variety and design.

(*Continued on following pages*)

BAUXITE MINING IN BRITISH GUIANA : The raw material for the manufacture of aluminium is nearly always obtained by open quarrying, though there is some underground mining in France.

AT A BAUXITE STORE IN SCOTLAND : A grabbing crane is used to recover ore from the store at Burntisland, in Fifeshire, before processing at the British Aluminium Company's works there.



THE GIANT KILNS IN WHICH THE CONVERSION OF ALUMINA IS EFFECTED : These rotary calciners at Burntisland are some 200 ft. long and 9 ft. in diameter. In these oil-fired kilns the hydrate of alumina crystals are heated to about 1,300 deg. C., driving off the moisture and converting trihydrate into the oxide, alumina, which is then cooled.

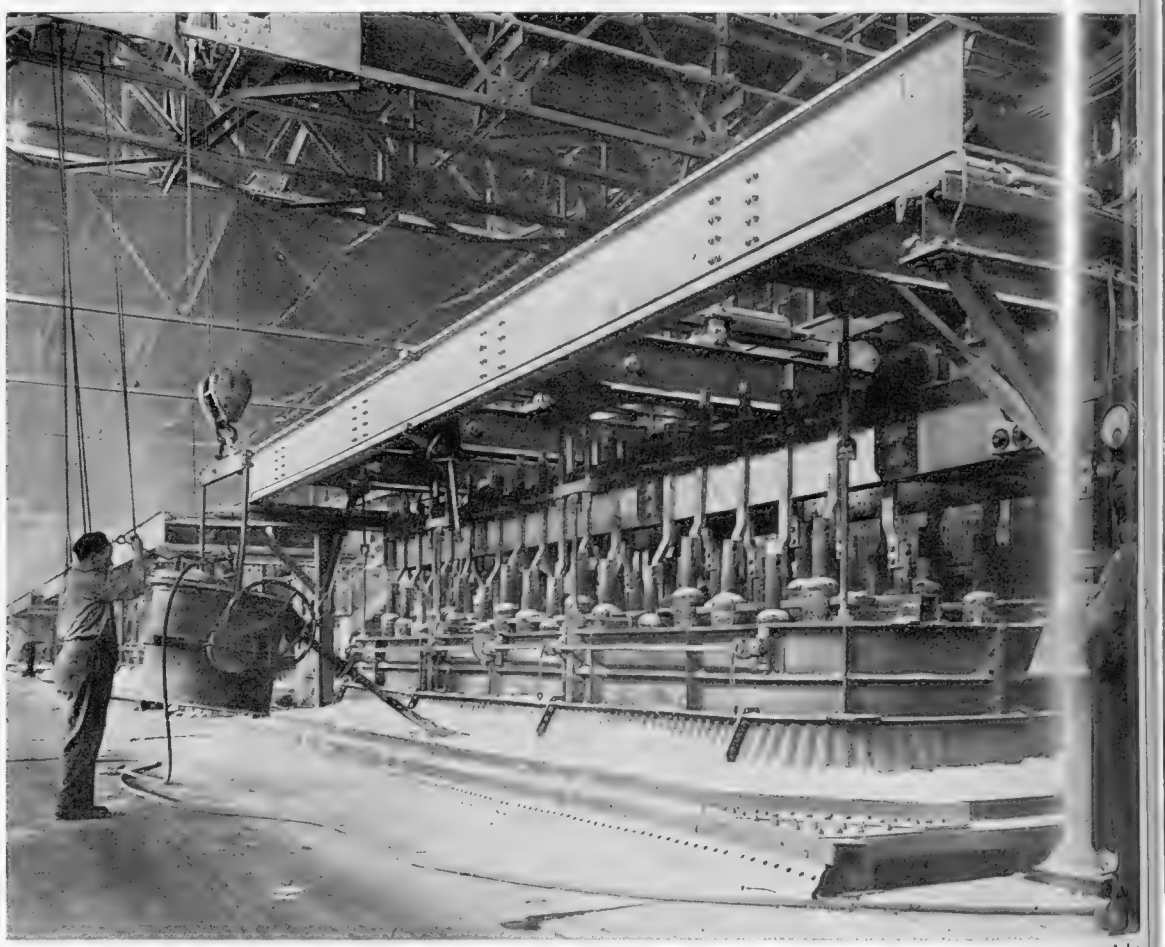
"PUNCHING THE POT"—A STAGE IN THE PRODUCTION OF crust is broken on the top of a modern Sodeberg Alloys. This crust, which consists of frozen electrolyte

THE LIGHT METAL AGE *(Continued)*

(Continued from previous page)

For generations past, Birmingham has been the centre of the non-ferrous metals industry and the native skill of its metal-workers is freely acknowledged. Even before Wilm's discovery the Birmingham Aluminium Castings (1903) Co., Ltd., which is one of the Birmid Industries group of companies, was developing the foundry techniques of aluminium at a time when little or nothing was known either of metallurgy or of casting problems peculiar to the new light metal. The company pioneered in this field and produced an alloy containing a small percentage of magnesium, the great virtue of which is its strong resistance to sea-water corrosion. This made it the material for many marine applications, particularly for the superstructure of ships and for lifeboats, yachts, minesweepers, speed-boats, and other craft. There are over 2,000 tons of aluminium in the liner *United States*.

THE CHIEF ALUMINIUM CENTRES IN THE UNITED KINGDOM : This map shows where the ten main enterprises connected with the production of aluminium have located their works. 1. British Aluminium Co., Ltd. (nine areas). 2. Birmid Industries (six locations, in the Birmingham area, Coventry, and Nuneaton). 3. I.C.I. Metals Division. 4. T.I. Aluminium Limited (at Birmingham, Oldbury and Neath). 5. High Duty Alloys (four locations, including one at Redditch). 6. Associated Light Metal Industries (five sites, including one at Birmingham and one at Warwick). 7. Aluminium Limited (three areas, including one at Birmingham). 8. E. and E. Kaye Limited. 9. Venesta Limited. 10. The Holloware manufacturers (in four areas, including Birmingham).



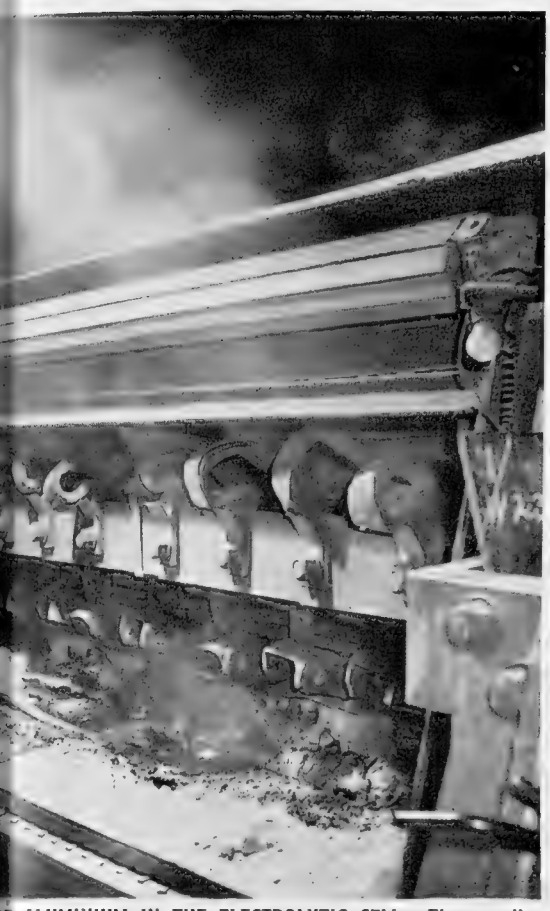
THE MOLTEN ALUMINIUM IS TAPPED FROM A FURNACE AT LOCHABER : The molten metal is seen being extracted by suction from one of the modern 100,000-amp. reduction furnaces. The developments in reduction furnaces have kept pace with the expansion of the aluminium industry. In 1896 the first furnaces were of 8,000 amps.

It was fortunate for the aluminium industry that it should have been built on research, since no other industry has been faced with such exacting demands as those made on it by the aircraft designer. It has thus been able to meet—and often to anticipate—the requirements of both designer and engineer. Without its contribution, the internal combustion engine and the aircraft industry could never have been developed at such a rate and to such a standard of reliability.

The rapid expansion of the aluminium industry to meet wartime needs led to problems when hostilities ceased, chief of which was the finding of new markets for this increased production. The experience gained in aircraft construction was unique; new alloys had been developed, always to the most exacting standards of uniform quality and reliability. The application of that knowledge and experience to the needs of other great industries offered a logical solution, but the first task was to show the architect and engineer that aluminium and its alloys could meet all their demands. An exhibition, "Aluminium from War to Peace," was staged in all the leading cities to demonstrate the versatility of the metal.

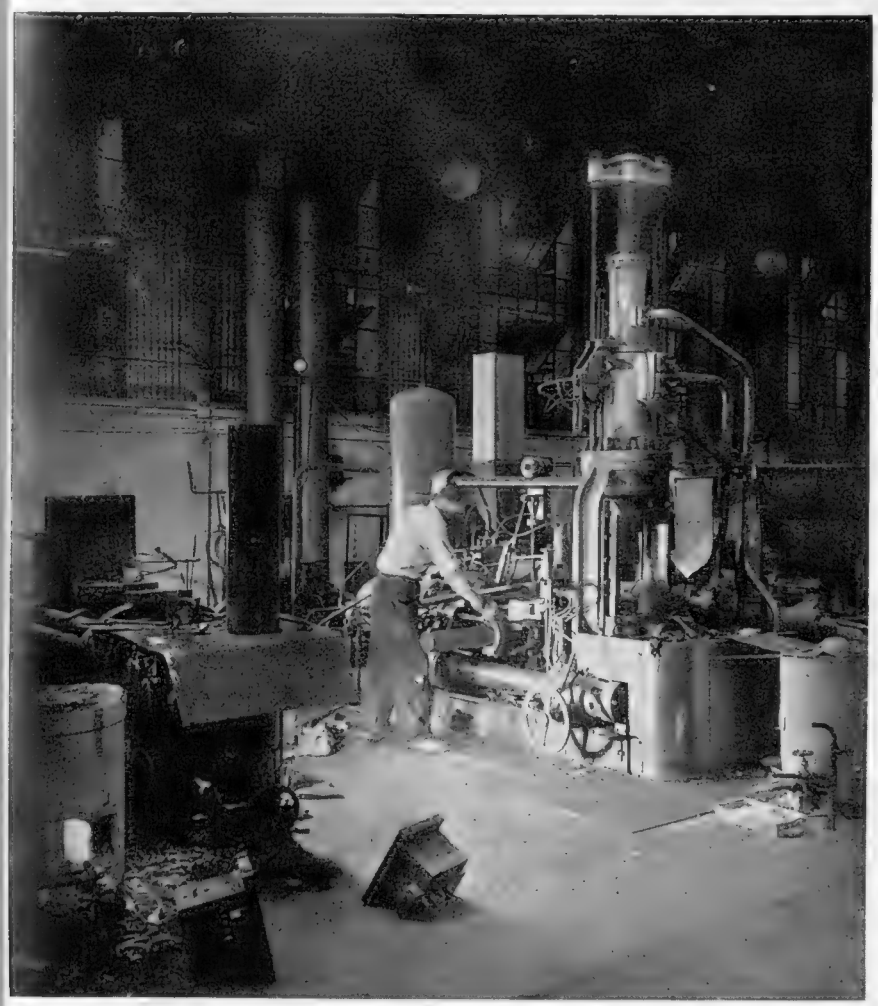
The traditional metals and materials being in short supply, there were many who decided to use aluminium, whether in road transport or in building construction, simply as a substitute. There came the urgent call for temporary homes and the industry was able to meet it by providing over 50,000 bungalows. The limit of their "lives" was to be ten years, but although that time has gone, and despite the fact that they were hastily designed, they continue to give good service.

The lessons learned from them have resulted in the growth of a thriving prefabricated building industry in Britain that has no equal in any other country. It has built factories and schools, hospitals and farm buildings,

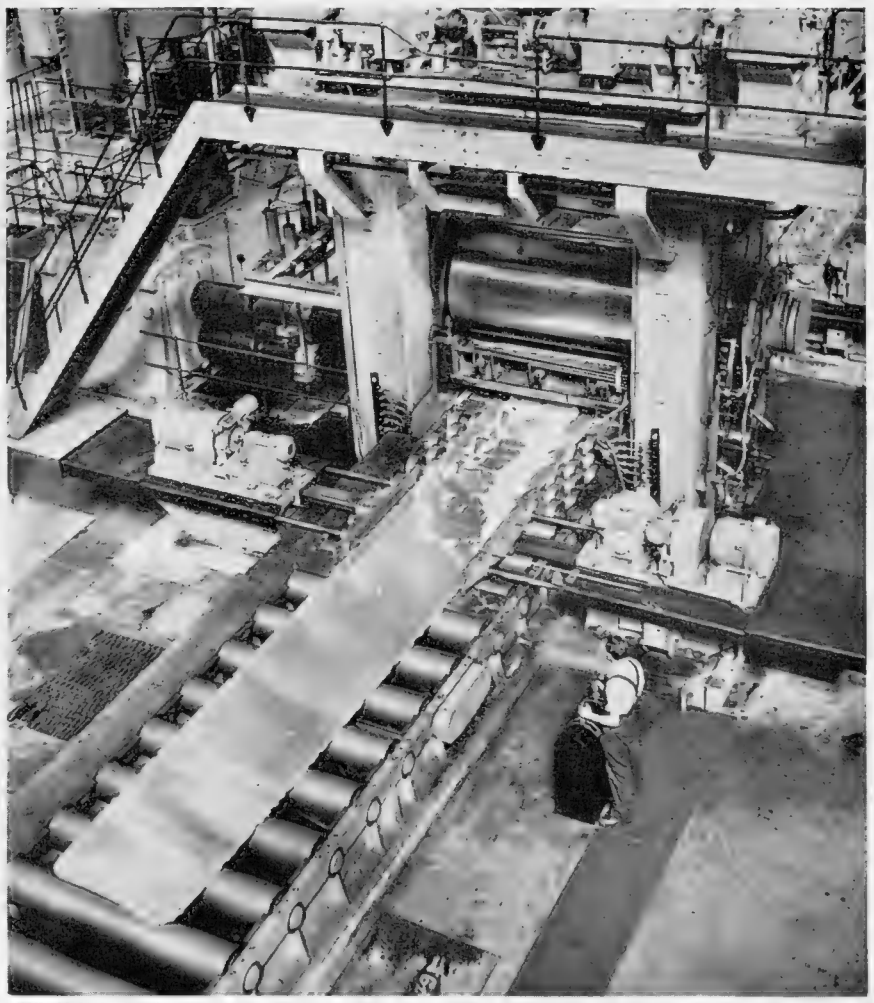


F ALUMINIUM IN THE ELECTROLYTIC CELL : The cryolite berg cell at the Birmingham works of Reynolds Light yte and alumina, is periodically broken in and stirred.

WHERE ALUMINIUM SCRAP IS REMELTED : A view of the Latchford Locks refinery, near Warrington, in Lancashire, where fresh ingots are seen being cast and taken away. They have been made from aluminium scrap which has been remelted. The British Aluminium Company's works at Latchford Locks also produce aluminium powder and paste.



PRESSURE DIE-CASTING : The casing of a portable tool is seen being removed from the die at the Old Foundry of High Duty Alloys Limited, at Slough, Bucks. Pressure die-casting, as opposed to sand or gravity casting, is used for quantities of over 5,000.



THE SLABS OF ALUMINIUM ARE ROLLED OUT INTO LONG STRIPS AT FALKIRK : The heated slabs are converted into a long plate at the hot mill, the rolls of which are kept cool by soluble oil sprays. Later, the thickness of the strip is reduced still further.

homes and offices, and even aluminium churches. Many of these buildings are shipped in sections for easy and rapid assembly on the spot all over the world.

Meantime, the ideas put forward when the war ended have long since become established practice. No longer is aluminium used as a substitute. It is accepted as the logical choice by architect and builder, engineer and designer, for an almost unlimited range of applications which would have been considered revolutionary even ten years ago. Aluminium trains are running not only on railways in Africa and Canada, but on London's Underground and on British Railways. The first of a great fleet of aluminium chassisless buses and coaches, built as the giant bombers were built, are on the streets. And aluminium bridges for both road and rail traffic (the first all-aluminium bascule bridge in the world was built in Britain) prove conclusively the faith of the constructional engineer in its new-found strength.

This, allied to its unique qualities of light weight, resistance to corrosion and low maintenance cost, together with its workability and the knowledge that the metal and its alloys are produced to uniform standards of accuracy and reliability, as laid down by the British Standards Institute, has enabled the industry to forge ahead. An example of this revolution is seen in the aluminium crane jibs up to 170 ft. in length and the great hangars for the Comet, the doors of which are the biggest in the world. British genius lies in the efficient use of new ideas, and nowhere has this native ingenuity been more clearly shown than in the development and application of aluminium and its alloys.

The industry is continuously expanding and developing new uses for the metal. High Duty Alloys Limited, of Slough, formed in 1928 to cast high-strength alloys, was closely associated with the National Physical Laboratory in the production of the well-known "Y" alloy. This, in turn, led to their association with Rolls-Royce, for which company the R.-R. alloys were developed. 20,000,000 engine blades were forged at H.D.A.'s Midland plant.

Tube Investments Limited, through T.I. Aluminium Limited, also have considerable interests in the aluminium industry, one of their major contributions being the continuous rolling mill at Neath, in Glamorgan. Huge slabs of metal, up to 4,000 lb. weight, are mechanically processed on a continuous production line 800 ft. long. The slabs of metal, 10 ins. thick, are reduced to ¼ in. in eleven reversing passes and then automatically sheared into suitable lengths.

The Metals Division of Imperial Chemical Industries pioneered the aluminium sheathing of cables, in lengths of up to 900 ft., the firm also specialising in the development of lightweight rolling-stock as used on London's Underground and for British Railways' Diesel trains.

Canada has very close links with the aluminium industry in Britain; it is doubly interested in that it supplies the greater portion of Britain's requirements of the virgin metal, and also, in association with the Aluminium Company of Canada, has its development unit at Banbury—Aluminium Laboratories Limited—and its Northern Aluminium Co., Ltd., with works at

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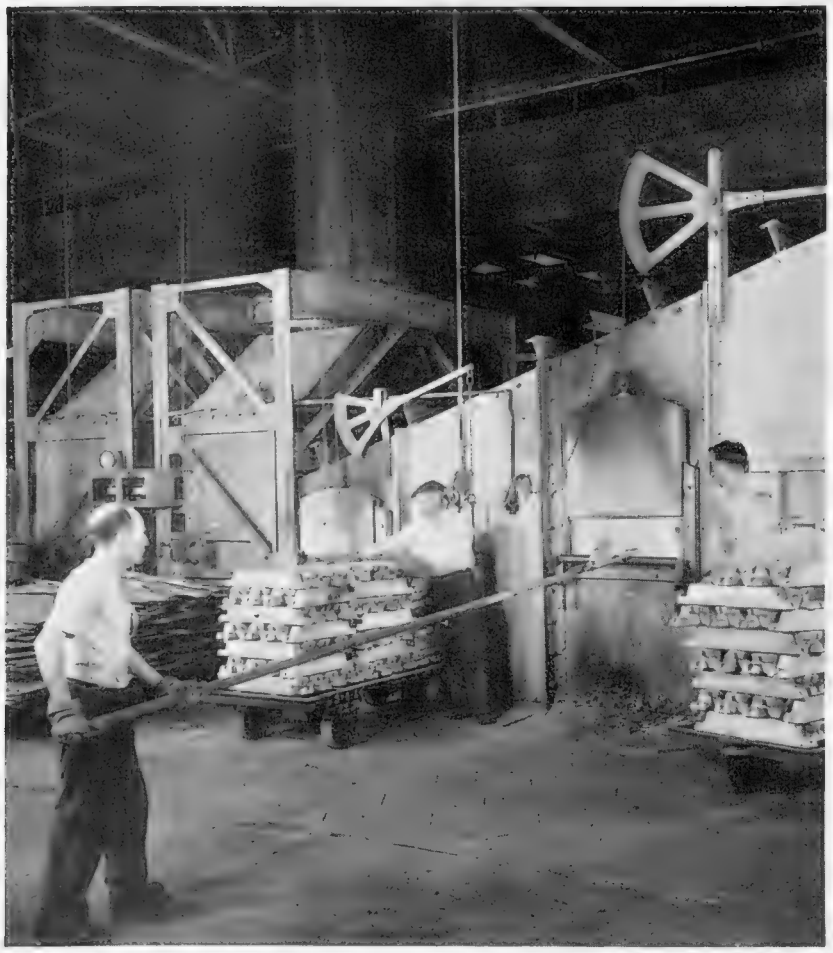
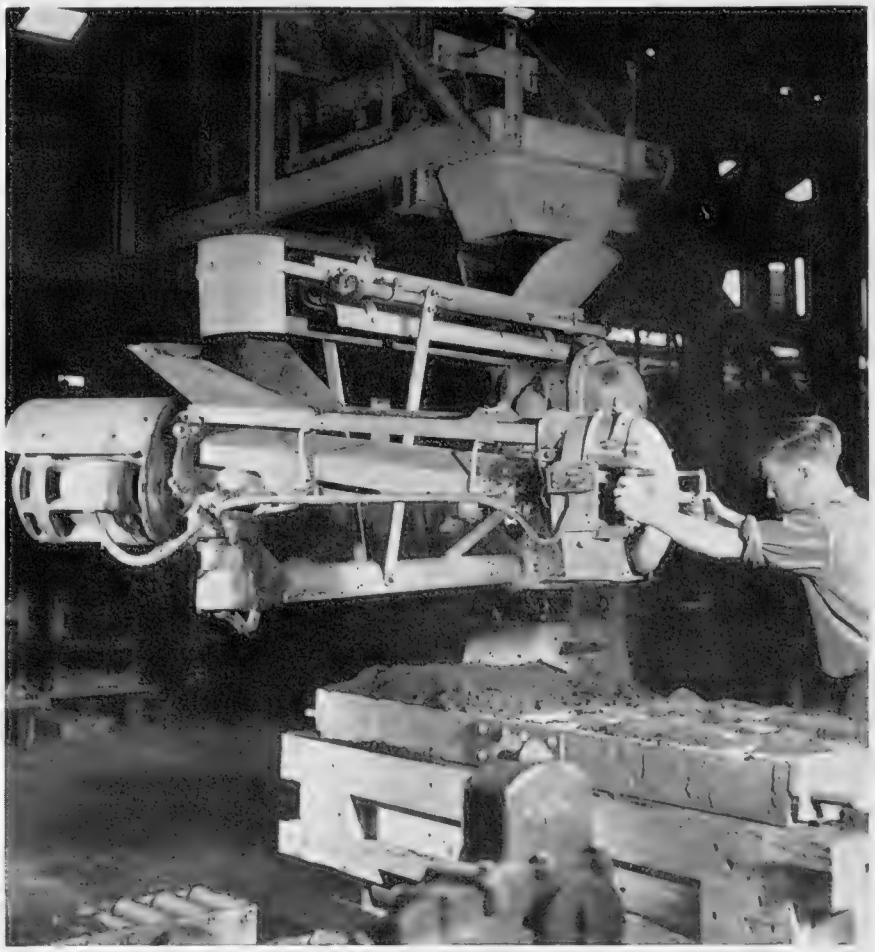


THE HUGE FURNACES IN WHICH ALUMINIUM IS REMELTED : The reverberatory, or open-hearth-type furnaces at a Northern Aluminium Company works. The temperature is brought to about 1,100 deg. C., as ingots are fed into the furnace.



HAND-MOULDING WITH SAND : A sand slinger is seen in operation. It is common in hand-moulding to throw handfuls of sand into the moulding box, and the sand slinger speeds up this work. Sand is fed into it by a dredge-bucket type of conveyor.

THE LIGHT METAL AGE

(*Concluded from previous page*)

Banbury, Rogerstone (Mon.), and Handsworth, Birmingham. One of the latter company's more recent contributions to the constant advance of aluminium has been the development of a range of bright and durable finishes, now being widely adopted to replace chromium-plated brass and steel trim on motor-cars. It is also being used for decorative work by architects and is becoming increasingly popular for costume jewellery.

A second interesting development is the manufacture of aluminium cans for processed food. The packaging of food and of a wide range of pharmaceutical goods is a reminder of still another section of the industry that is flourishing—the manufacture of aluminium foil.

Britain, through the British Aluminium Company, produces 30,000 tons of aluminium a year. More than 80 per cent. of the industry's requirements are imported from Canada, where the great hydro-electric reduction plant at Kitimat is fast coming into full production. Canada regards these billets of aluminium as "packaged power," and about 210,000 tons of pure aluminium, in billet form, are sent to this country each year. In all, the industry now uses 350,000 tons of aluminium yearly, 110,000 tons being supplied by the refiners of scrap or secondary metal in this country.

This remarkable achievement only started during the last war and is to-day so vital to the economy of the industry and to the nation, and is also so efficient, that it can now supply most of the needs for castings. As all metal, whether in the pure state or as an alloy, must conform to the British Standard laid down, the refinement of the scrap metal is so meticulous that to call it by that name is a misnomer. In fact, when this secondary metal leaves the refinery it is indistinguishable from that made from virgin metal.

TWO WAYS IN WHICH ALUMINIUM IS USED TO-DAY : *On left*—An all-welded aluminium yacht, the 72-ft. *Morag Mhor*, built for the British Aluminium Company. *On right*—The huge sliding and folding doors for the large hangar at London Airport. They are made almost entirely of aluminium, and their total weight is 195 tons.

World production of aluminium has doubled itself every ten years since the beginning of this century. Although its rate of expansion may not be so spectacular during the next decade, it will still be substantial. Notable among new projects is that on the Volta River, in West Africa, where for the first time bauxite is available on the spot, alongside the source of electric power. There are almost unlimited supplies of bauxite, and the prospect that further reduction plants will add their quota, should assure ample supplies of aluminium to meet the increasing demand.

In no industry is that demand likely to increase so rapidly as in building. Aluminium roofing and windows are long established, but recent trends, especially in America, where thirty-storey buildings are now being clad with aluminium, point the way to a much wider use of the metal by architect and builder in Britain.

Alone among the metals, aluminium has shown none of the usual fluctuations in price, and none seems likely in the foreseeable future. Moreover, there have been great technical advances in the welding of aluminium that dispel almost the only doubt of the naval architect or the constructional engineer as to the suitability of aluminium.

The argon-arc method of welding has opened the way to even wider applications. There will be undoubted scope for aluminium in the Government's road development plans. Fly-over bridges, guard rails and electric standards, all in aluminium, are commonplace in America ; they offer plenty of scope for the wide use of this attractive metal, will need no painting and upkeep, can be æsthetically beautiful, and, in the long run, prove to be an economy.

There is also the British Railways' plan for modernisation ; this, too, should call for great quantities of aluminium. Even before the First World War the old Lancashire and Yorkshire Railway, operating in one of the most highly-industrialised parts of the country, had experimented with aluminium sheet for coaches in order to save weight. This metal was recently examined, and despite the atmospheric conditions in which, for nearly half-a-century, it has been in service, was found to be in perfect condition. More recent and wider applications of aluminium in rail transport, based on the technical developments of the past ten years, have already been referred to, indicating a wide adoption of the metal in the British Railways programme.

On the railways, as on the roads, at sea, or in the air, the saving of unnecessary weight is plain common sense, and it is by using aluminium to replace heavier materials that this can be achieved. The influence of weight on running costs so obviously points to the advantages of aluminium construction.

On the farm and in the dairy and market-garden it is being used increasingly. Aluminium glazing bars for greenhouses ; aluminium silos and manure spreaders ; fruit-picking ladders and wheelbarrows ; milk pails and churns ; and buildings and equipment of all kinds fashioned in aluminium. In the chemical, electrical and textile industries, in food manufacture and brewing, aluminium in one form or another is chosen on its merits to meet specific requirements

In these, as in all other fields, the future is bright and demand for aluminium is bound to increase. The lightness, good finish and permanence of the metal, and the ease with which it can be cast or formed by spinning, pressing or bending, and permanently tinted (by anodising) in a range of attractive colours, have brought aluminium into the home and everyday life

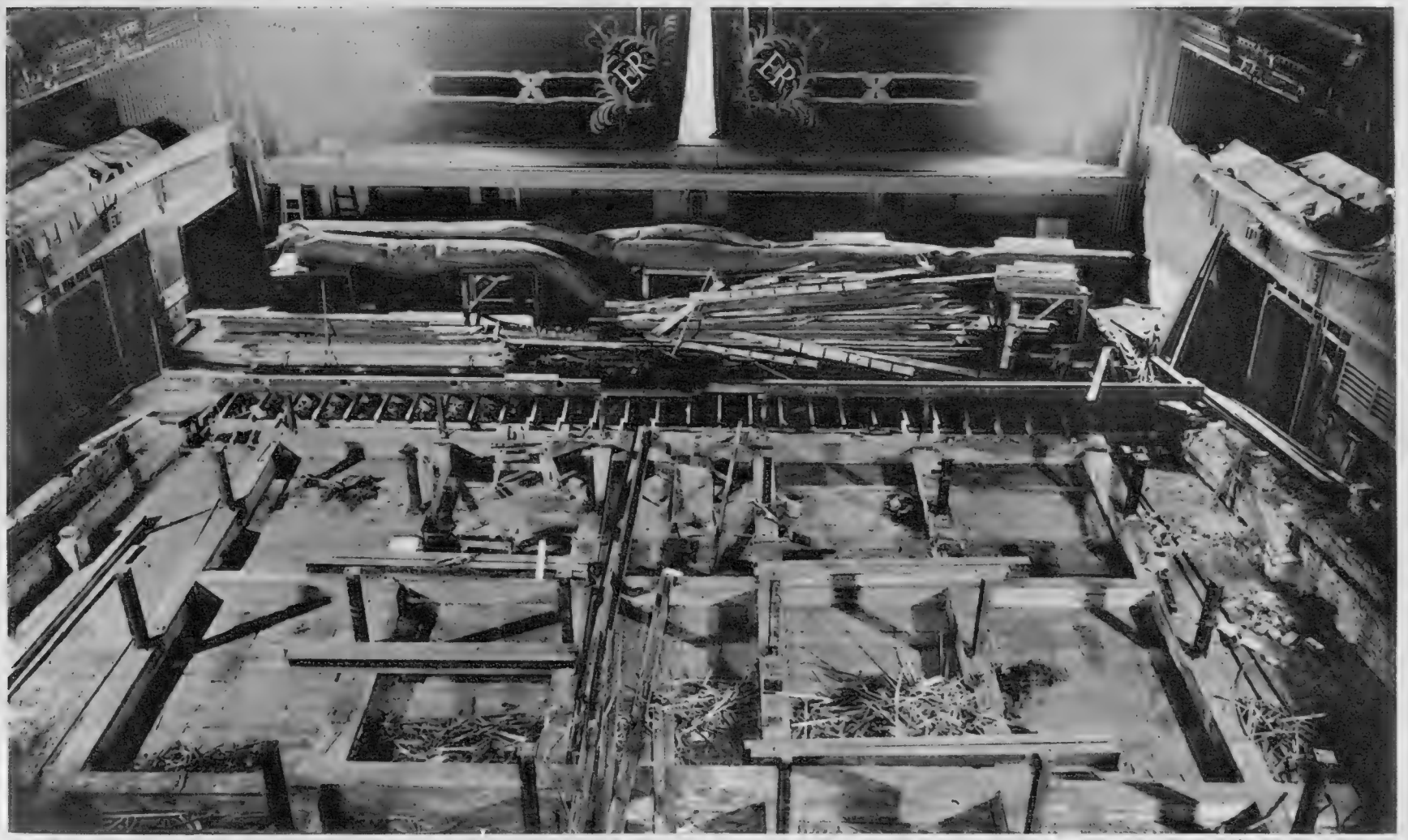
From the moment the housewife fills her aluminium kettle for the morning cup of tea and removes the aluminium cap from the milk bottle, her working day is inevitably linked with the metal. The bread has come from a bakery in which the great dough-mixing pans, hot cupboards and other equipment are of aluminium. The butter is wrapped in aluminium foil ; so are many other items in her larder. In the bathroom and on the dressing-table is further evidence of the versatility of the metal—the tooth-paste tube, the powder compact, the lipstick holder, the soap-dish, all are of aluminium. The nest of tables in the drawing room and the cocktail-shaker on its tray are, as likely as not, of anodised aluminium.

Wherever one looks, whether inside or outside the home to-day, there is evidence on all sides that this is indeed the Light Metal Age.

BUILDING A REPLICA OF THE "MAYFLOWER"

THE KEEL OF THE NEW "MAYFLOWER": At Brixham, in Devon, workmen in Upham's shipyard start to lay down locally-grown oak to form the keel and stem of a replica of the Pilgrim Fathers' immortal ship, the *Mayflower*. When finished she will sail across the Atlantic to the United States, where she will be presented as a gift from the people of Britain. After visiting a number of ports, she will be handed over to the Plimoth Plantation Inc. This organisation is dedicated to keep alive the memory of the Pilgrim Fathers and in Massachusetts is building a replica of their first settlement. There the new *Mayflower* will rest. The initial cost of building her is being met by Mr. Felix Fenston, a London businessman. The designs for the ship have been made by the American naval architect, Mr. W. A. Baker.

A NEW FLOOR AT COVENT GARDEN



THE BOARDS ARE RIPPED UP AT THE ROYAL OPERA HOUSE: The orchestra stalls have been removed and the woodwork beneath them taken away in preparation for a new floor. Work on this project had to be very restricted during the season, but now the Opera House is closed, it is being speeded up. The new floor will have a steeper rake and give a better view of the stage. Work on the floor will be finished when the Sadler's Wells Ballet opens at Covent Garden later this month.

STUDENT LIFE

At Cambridge Much May Have Changed, but the Years There Can Still be the Happiest in One's Life

A SEAT OF LEARNING: An undergraduate hurries from the quadrangle in Trinity Hall towards his tutor's rooms. Owing to the increased competition for places, Cambridge undergraduates to-day are probably more serious in the approach to the academic side than their predecessors were.

A STAIRCASE: This doorway in Trinity Hall is typical of the entrance to the traditional college staircase, with the names of those who live on it painted at the side. Many rooms nowadays are shared. New buildings in the colleges have abandoned the staircase principle.

TEA AND TOAST: The scene is an afternoon in an undergraduate's rooms. In such gatherings as these, talk can turn on any subject, although for more serious topics the beer tankards on the mantelpiece may be brought into use.

THE LEISURELY CAM: From Mill Pool the river winds through the famous "Backs" behind the colleges. Queens' College is in the left background and two of the pinnacles of King's College Chapel rise behind it. No one visiting Cambridge can fail to know the river.

"THE Undergraduate is a lost Art"—so read the motion on the order paper at one of the Union Society's debates last term. Of course the House, judge in its own cause, rejected it, but the proposer, the Chief Clerk of the Society, made some deep inroads into the self-respect of the present generation.

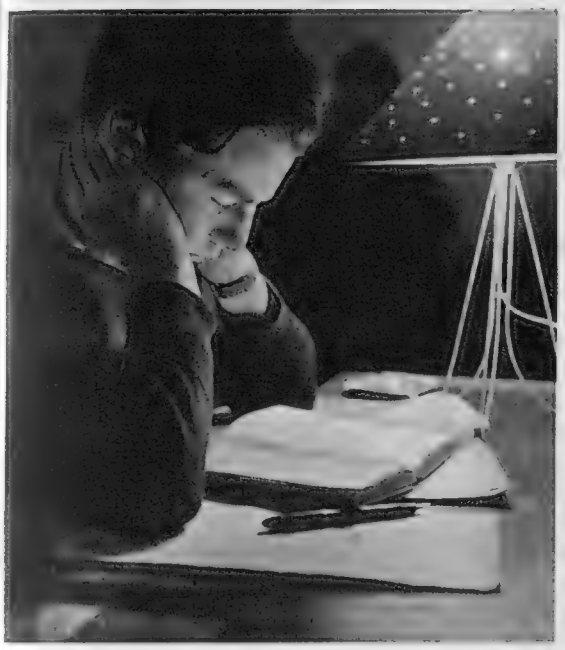
Cambridge is not what it was. Much is changed, but not all is decayed. True, we no longer have rajahs who tether their herds of elephants on Midsummer Common, and there is nothing to rival the superbly insolent enterprises of the Golden Age—the successful reception held by the fictitious professor, the inspection of the Fleet at Portsmouth by a sumptuous Eastern potentate. But such irresponsibility in the grand manner was out of keeping even with its own period, the '20's and '30's.

Yet it remains true that the three or four years at Cambridge are the happiest of one's life. What one remembers most, and what is likely to impress itself most on the casual visitor, is civilised leisure. He sees the posters of the meetings of the 180-odd clubs and societies, ranging from Square Dancing to Interplanetary Travel.

May Week—a round of festivities in early June, after the examinations—was the best-dressed since the war; the revue by the Footlights Dramatic Club was sold out weeks in advance; the College concerts, the May balls, the Madrigals under King's College Bridge, the open-air dramatic productions had no shortage of takers. Parents, sisters and girl-friends cheered as lustily as they have ever done from the banks of the river during the Bumping Races. "What I don't see," the casual visitor says, is "when you chaps do any work."

The tutors would disagree. "They work too much" is their constant complaint. Perhaps up to 1949 or 1950, when the ex-Service generation—many of them married and nearer thirty than twenty—dominated, this complaint had truth in it. Even now, the majority of students depend on grants from the State or local authorities and many undergraduates feel a moral responsibility to justify the public money being spent on them.

There is no doubt that the average undergraduate of to-day has less money to spend than his pre-war predecessor. Above all, the habit of taking vacation jobs, deplored by most tutors, who maintain that the long vacations are meant for reading and travelling, has become all but universal. But the urge to see the world has not been extinguished, and if you see an ex-London taxi in Spain or a builder's van from Birkenhead chugging along a road in Bulgaria, you can put even money on the passengers being Cambridge undergraduates. They have probably scraped the money by picking raspberries or sorting Christmas parcels.



LUNCHEON IN HALL: Beneath the portraits of the distinguished sons of Trinity Hall, the gentlemen are eating their luncheon. This is an informal occasion. The important meal of the college is dinner, which undergraduates should attend five times weekly.

On left—

"THEY WORK TOO MUCH": This complaint is actually sometimes made by tutors about their pupils. But this young man "burning the midnight oil" may be one of the many with a State grant, who feel they must justify it by working.

On right—

THE UBIQUITOUS BICYCLE: Stacks of cycles, such as the one seen here in Senate House Passage, are common in Cambridge. The second-hand trade is one of the most prosperous in the city.

THE START OF A LONG DAY: By getting up early and brewing his own coffee a student can keep up with his work, and find time for social life.

IN THE COMBINATION ROOM: Junior members of Trinity Hall are resting here after luncheon. Newspapers and periodicals are selected by popular vote. Although the older generation may find much changed in Cambridge, much of the old spirit survives and in spite of new conditions the undergraduates still find ways of practising the art of living.

Living is certainly less luxurious. Ideally, every undergraduate should have a set of two rooms in college; nowadays, unless he is a Scholar of his college, at least one and probably two years will have to be spent in lodgings, and most colleges have been forced to make people share sets. Almost all the new accommodation that has been built consists of bed-sitting rooms. Similarly, before the war it was usual to serve breakfast and luncheon to the undergraduates in their rooms, and only dinner was served in Hall. Rationing compelled the colleges to make all meals a communal occasion, and so it has remained.

Nevertheless, the undergraduate of 1905 or 1925 would be struck as much by the similarities as by the change: eternal Cambridge survives in a hundred-and-one ways. It is the only university left in England which still dominates the town in which it is built; the bicycle is still ubiquitous and the second-hand bicycle trade one of the city's most prosperous—no one knows how many are bought and sold, but the Chief Constable reports that over 1,100 were stolen during 1954.

As for the new—there are the new buildings, many of which have abandoned the traditional staircase lay-out—i.e., rooms branching off from the staircases like monks' cells, without inter-connection by horizontal corridors—for a rather more hostel-like plan. (Some of them even have bathrooms and running water, though in the older blocks the tradition prevails of the don who, on hearing that it was proposed to instal plumbing, exclaimed: "Baths? Baths? What do they want baths for? They're only up here for eight weeks at a time!")

He would see more trippers, more than ever before—coachloads from the Women's Institute of Nether Puddlecombe, sandy-haired Scandinavians in big blue suits and Americans gravely nodding at some plausible lie they are being told about an eighteenth-century Master of the College.

The prophets of gloom were happiest in 1947, when I first went up to King's College as an undergraduate. Those were the days of austerity and comparative discomfort. Cambridge men had never lived so hard—or worked so hard—before. In 1948 the last bastion seemed to fall when women were admitted to full academic status. (Previously they had been allowed to take examinations but not degrees.) Last year I returned as a research student after an absence of four years. The intervening period proved, I think, that the undergraduate is not a lost art, rather that in changed circumstances he has found new ways of practising the most refined and rarest art of all: the art of living.

Peter Pulzer

FASHIONS IN FAMILIARITY

An Examination of Some of the Difficulties which Face Those Who Edit Old Letters Relating to Society and Politics

By JOHN GORE

NICKNAMES—LOST AND FOUND.—We discover from our social history that the bestowal of nicknames on public men and on friends and acquaintances is a social fashion which comes and goes, waxes and wanes, like many another craze. Some men, of course, go through their lives allergic to nicknames. There is something in their characters which discourages the coiner; there are some men, indeed, with whom we never venture to be on even Christian-name terms, however long we know them. Others of us acquire our nicknames in the nursery or at private schools, and they cling to us throughout our lives. Others, again, acquire their nicknames later in life, generally in public life.

The nursery nickname may be the result of an infant mispronunciation, or a parent's endearment, and is sometimes hard to endure at school or in later life. It is tiresome for a senior prefect or a Cabinet Minister to carry Pippin or Pudding or Podge or whatnot all through his years of responsibility. School nicknames are often enough glosses on abnormal surnames—Lotbinière may become Lottie and Le blanc Blanko. The Army way is often a common nickname for a common surname. A Walker is usually "Hookey," a Parker "Nosey," the origins being sometimes veiled in obscurity.

The nickname acquired in public life is not seldom the result of political or party bias, and it is among these last that editors of faded social and political letters and memoirs discover serious difficulties in harnessing "lost" nicknames on to the right horses. Who did the writers mean by "the Duffer," "the Midge" or "the Rat"? The cap would fit so many politicians.

But as a general rule, the more important the nickname-holder, the more durable the label. We know our Rufus and our Beau-clerk, our Lion-heart and our Butcher, and preserve from the fifteenth century the identities of at least one rat, cat, dog and hog. The ancient nicknames no doubt were sometimes rather marks of identification in dynasties than mere casual *jeux d'esprit*, though the lampooners always had their busy seasons.

Derivations.—Nicknames in our sense of the word were and are, in the political and public field, usually founded on character, or physical characteristics or habits, and often were bestowed in malice by political opponents. In the social field, they derive as often from the nursery and school as from play upon a surname or from some literary association. The nicknamer who chiefly bedevils the trail is he who reduplicates nicknames by the game of "unwinding"—suggestion piled on suggestion. Of whom, I suppose, Thomas Creevey was the chief. It is short work for a sleuth, with the help of his contexts, to pin "wicked shifts" or even "Beelzebub" on Brougham, whether you follow the Tories or the Radical Whigs. But "Guy Fawkes" is more obscure. That was Creevey's way, the "unwinding" game. Brougham took the title (amid derision) of Lord Brougham and Vaux. Creevey substitutes Guy Vaux—Guy Fawkes for wicked shifts, and the new nickname might well have died with Miss Ord. But if Creevey sometimes embarrasses the sleuth of posterity by the elaboration of his technique, he as often helps him with context clues; for he was fond of pin-pointing his own sense of humour.

The Dukes of Norfolk had a hereditary right to the nickname of Jockey, but the 12th Duke was easy to identify under those of Barney and Scroop. The Beau has at least two famous originals, Wellington and Palmerston. The old Frog and the young Frog, old Cole and young Cole, Prinney and the young P. were not necessarily father and son, and sometimes the reason for the bestowal of these nicknames is lost, but the identification remains clear. Prinney, I believe, was coined for George IV by the Misses Ord (Creevey's stepdaughters) in their nursery, and Princess Charlotte became "the young P." when Creevey married their mother. Addington's nickname, not necessarily coined by Creevey, of the Doctor, was a long shot. This Premier actually dared to reach the highest office, though no better than the son of a physician or "apothecary."

As for all Creevey's lesser fry, we are seldom in doubt about who they were, who they must have been, for Creevey's labels were word-pictures of character or derived from well-known incidents in the careers of his victims; King Jog, King Tom, Niffy-Naffy, Slice, Snip, Squire or Stiff-rump, Taffy, Punch and the Pop, the Pet, Pie-and-Thimble or the Widow's Mite, Cocky, Dear Ed'ard and Comical Bob, all these *solvuntur ambulando*. Princess Lieven is an exception as the Snipe. In Creevey's view she had a snipe's face.

Nickname or Code Name?—The reference books tell us very little about nicknames. They are "names given to persons in addition to their personal names as a playful or familiar form of address or a mark of ridicule, contempt or hatred." The definition is not wide enough. I suppose that most surnames were in origin akin to nicknames. As the Johns and Roberts and Richards multiplied, they needed identification labels, and these were largely devised from their employments—John Miller, John Forester and John Gore (who worked the odd-piece in the common field). But no doubt some were chosen from personal characteristics also, John Greathead, John Longshanks and John Strongi'th'arm. But we can't go back so far. A very fashionable era for nicknames was in the eighteenth century, and because it was an age in society when fashionables had a good deal to conceal, some of them were as much code-names as nicknames. The correspondence of Georgiana Devonshire and her circle is full of them, the Cavendishes, Howards and Leveson Gowers multiplied them, as indeed had their ancestors in the age of Anne.

These were times when both in politics and social life, narrow circles had much to conceal and much confidential matter to impart to their intimates, and because, in the nature of codes, frequent changes in code-names are desirable, the nicknames used grow more and more difficult for posterity to decipher and to apply. Mesdames Morley and Freeman set the fashion which the circle of Georgiana Devonshire later imitated much more elaborately, sometimes to the confusion of modern editors. They were not always pretty nicknames.

The 5th Duke of Devonshire became Canis—another dog. The Duchess was the Rat, and Bess had one or two no prettier. The Agent Heaton was the Corkscrew, Fox the Eyebrow, the King and Queen of France were Mr. and Mrs. Brown, the Regent was (the figure) 2. One or two more, like the Pride, have been sunk without trace.

Modern Usage.—In more modern times, when perhaps there is less to conceal or cleverer means of concealment, the fashion in nicknames has returned to more innocent and affectionate usage, and seems to run in families. In two recent generations the (Salisbury) Cecils were great exponents of this gentle art, and several grave statesmen and prelates of that family, and ladies also, have lived or live out their days under very uncharacteristic aliases, such as Fish, Linky, and so on. The tragi-comic memoirs of Daisy, Princess of Pless, born Cornwallis-West, tell us that in the Edwardian reign the select society which revolved round the Court showed its new brilliance and elasticity by showering nicknames on the men of its circle. It was very different in the Kaiser's Germany, and the Princess was bored and oppressed by the stuffy conventions of the latter Court and was always repining and homesick when her English visits ended.

Writing at Eaton in 1908, she noted down:—"Here all the women call the men by their nicknames: Capt. de Crespigny is Creepy, Rocksavage is Jippy or Tippy, Capt. Wilson is Bertie, the Duke of Roxburghe is Bumbles. There is no formality or stiffness. . . . It made me feel young again."

There has certainly been no return to social formality and stiffness in this country since the wars. The girls of to-day know and use the Christian names of their boy-friends long before they know their surnames. But the present is not perhaps remarkable as a nickname era.

How to Unravel?—I was asked the other day by a puzzled editor of a mass of newly-released political correspondence of the first thirty years of Queen Victoria's reign for some hints on the best means of unravelling some of the nicknames still employed at that time. But I had little to offer him but sweat and shrewd guessing. The *context* is the first field to quarter. The first mention of a lost nickname may give a clue in the date of some political event which may have caused its coining. One may list the persons with whom the coiner or user has been most intimate before its use, and, since many nicknames are efforts to label physical or mental characteristics, a shrewd guess among a narrowed circle may very well be a right guess.

For example, if Lord John Russell has been often mentioned, an unsolved diminutive may be fastened on him, for he had many diminutives applied to him besides the Widow's Mite or Pie-and-Thimble. The Midge would suit him, if the context suggests it, as well as the better-known. For the rest, the "third degree" can be applied by winding back in the unwinding game on the analogy of Guy Fawkes, and a good deal of sleuthing can be usefully put in in the reading of contemporary published memoirs and letters, especially those of families most prone to coin and use nicknames. Emily Eden and Pamela Campbell both coined and used them freely in the tradition of the Devonshire House circle.

The Arch-creator, Creevey.—Oddly enough, our arch-creator of nicknames never suffered the fate of his victims in public or social life. One lampooner or caricaturist, it is true, once called him "old grey pantaloons," but the only semi-permanent nicknames attached to him came from his stepdaughters, themselves famous coiners, and were restricted to his home. The Misses Ords called their mother Nummy, and when Creevey married her, he became Mr. Nummy or Diddy. Oddly enough, he was one of those men who, though everybody's friend in his Whig circle, was never even Christian-named. He was never Tom or Thomas, even to his half-brother, Sefton, or to "Folky" or Bennet. He was always Creevey or Mr. Creevey, and Brougham, another close intimate, never retaliated with a single nickname in revenge for the many conferred on him. In my books on Creevey, I find that I rather underrated Brougham's loyalty to his old friend. I said that Brougham hardly mentions Creevey in his autobiography. But my friend Mr. Roger Fulford has lately pointed out to me that in the volumes of Brougham's speeches several pages are devoted to an appreciative assessment of Creevey's political ability and private character.

This late discovery greatly interested me and encouraged me to self-satisfaction. For I found that my own estimate of Creevey's character, both in politics and society, formed on slight material, needs no emendation; for it is exactly confirmed by Brougham's full and reasoned assessment of the man.

The nicknamer *par excellence* was no comedian or playboy. He was a solid politician, dangerous to his opponents and very useful to his party. Like Canning, in his partiality for *bouts rimes* and epigrams, Creevey had his recreations like other public men, and perhaps nickname-play is as innocent a recreation as niblick-play.

A LITTLE-KNOWN GARDEN IN LONDON

THE PHYSIC GARDEN AT CHELSEA: It lies at the side of the Thames Embankment. The statue, by Rysbrack, is of Sir Hans Sloane, who presented the site to the Apothecaries' Society in 1722. Under his bequest botanical specimens are grown in the Garden, and rare trees are now another feature. Each year a large number of students comes to work here. The general public is admitted to the Garden by ticket.

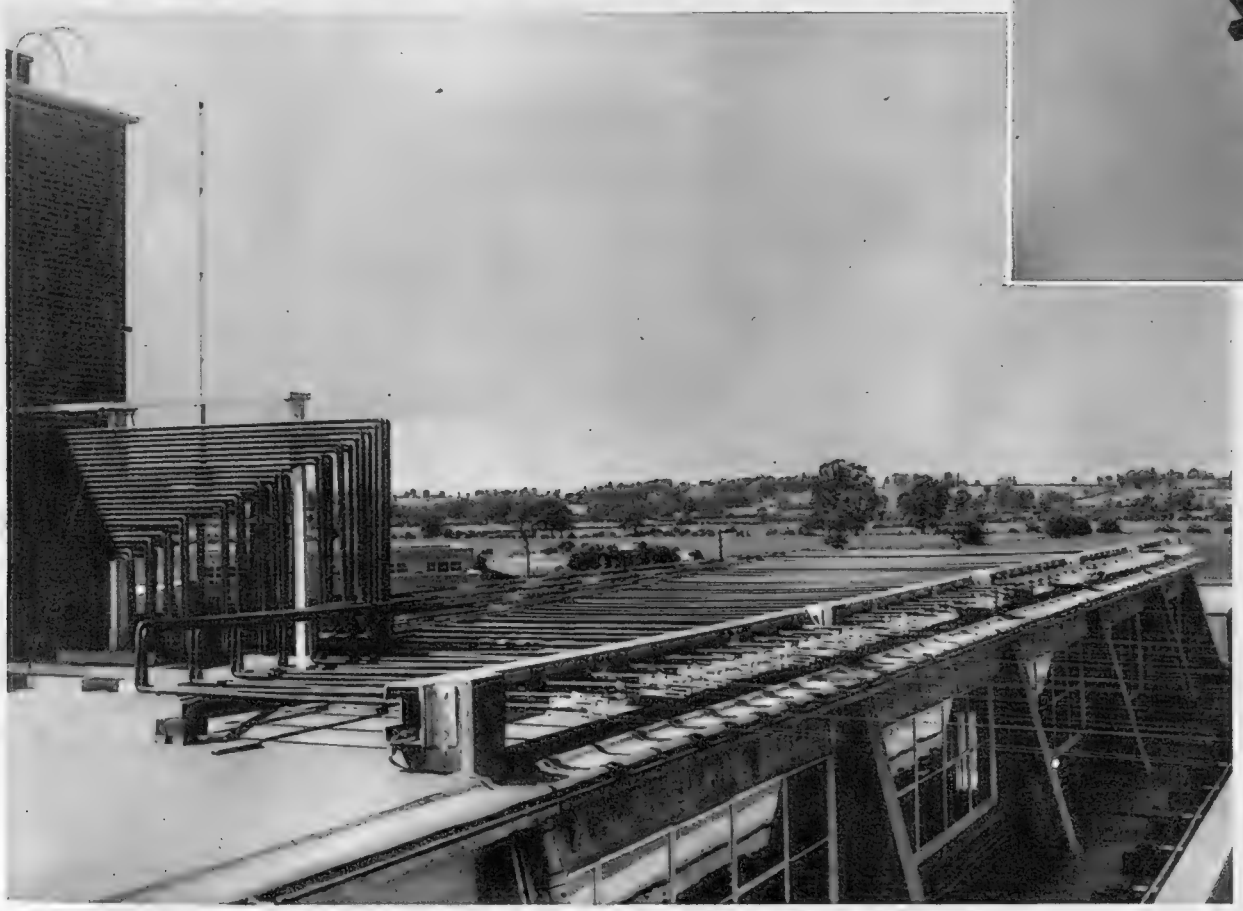
THE NEW EXTENSION TO RUGBY RADIO STATION, THE GENERAL POST OFFICE'S MAIN LONG-RANGE TRANSMITTING STATION : It was opened last week by the Postmaster-General, Dr. Charles Hill, to provide additional radio-telephone, telegraph and picture transmitting services to many parts of the world. Work on this new site, covering an area of 1,600 acres, has been in progress for about three years and its completion makes the Rugby station the most comprehensive and powerful in the world. The new extension has twenty-eight of the latest type of transmitters, increasing the total at the radio station to fifty-three. More than 100 new aerials have also been installed, doubling the number originally available. The extension has been designed by the G.P.O.'s Engineering Department, in conjunction with Marconi's Wireless Telegraph Company, who supplied much of the equipment.

RUGBY'S EXTENDED RADIO STATION

The Opening of a New Extension Makes it the Most Comprehensive and Powerful in the World

A NERVE-CENTRE OF THE EXTENSION : This is a general view of the Transmitter Hall in the main building. The new extension has been made necessary by the rapid growth of radio-telephone traffic since the war, which had taxed the capacity of the existing equipment at Rugby.

CALLING THE WORLD ! The switch gear for beaming radio waves round the world includes, in the background, a 150-ft. mast which supports a rhombic aerial used for direct communication with Australia. ***Below*****—A call is made to New Zealand from the Central Control position.**



LOOKING DOWN FROM THE ROOF OF THE MAIN BUILDING : In the foreground are the aerial feeder lines which carry up to 5,000 volts. In the background, left, is one of the 820-ft. masts on the original station site, which was opened in 1926 for the transmission of radio-telegraph messages. The cost of the extension is expected to be £1,000,000.

LOOKING DOWN ON LAMBETH PALACE: To the right of the official residence of the Archbishop of Canterbury, Lambeth Road runs under the main line to Waterloo in the background. B.E.A. helicopters between South Bank and London Airport must follow the course of the Thames.

THE GREAT WEST ROAD: Helicopter passengers have a fine view of traffic passing the factories and offices on one of the main roads out of London. The 17½-mile flight between the airport and central terminus at South Bank takes fifteen minutes. B.E.A. opened the first helicopter service in and out of London last week.

On right—

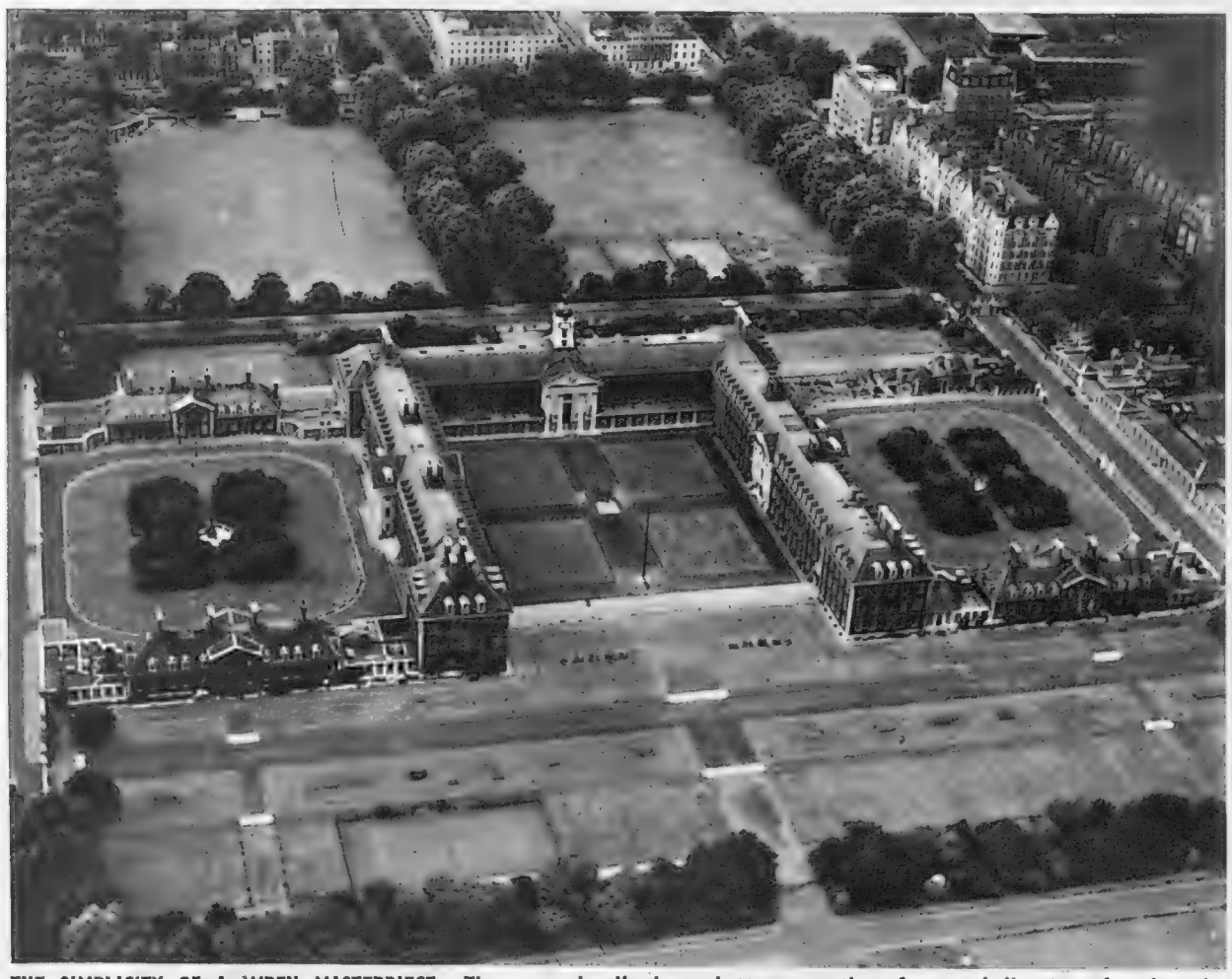
THE ROYAL BOTANIC GARDENS: Hovering above Kew, one sees clearly the sweep of the Gardens and the glasshouses containing some 25,000 varieties of plants.

LONDON FROM THE AIR

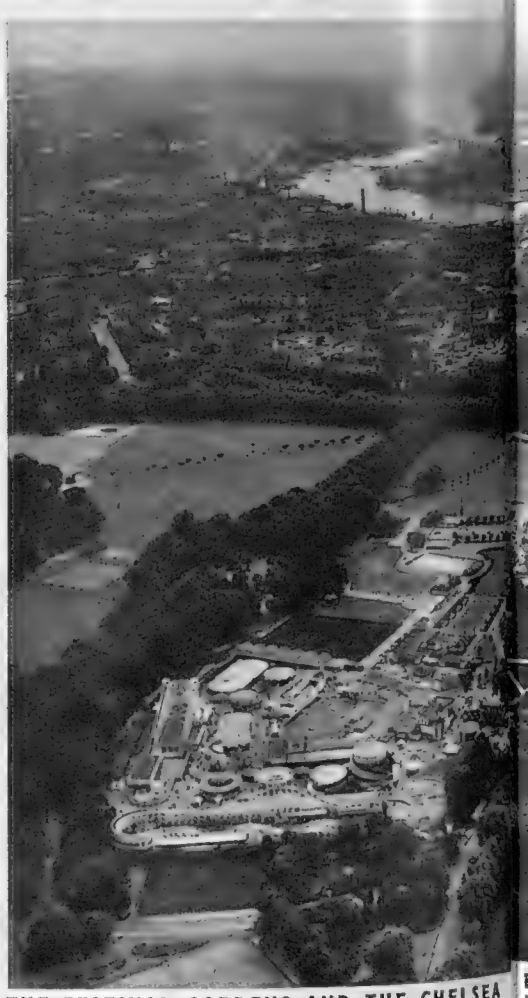
Some Views of the Metropolis as Seen by Passengers in the New Helicopter Service to London Airport

British European Airways inaugurated its helicopter service last week between the South Bank terminus and London Airport. It is the first "air bus" service in and out of London, and its purpose is to carry passengers speedily to and from the centre of the metropolis. However, there can be little doubt that it will also prove a great sightseeing attraction.

From South Bank the flight has to follow the course of the Thames. Beneath, one can see some of the most densely-crowded areas of the metropolis. There are the parks, and open spaces, too. As one proceeds westwards, the scene is transformed into the endless lines of the dormitory suburbs and the industries and business premises which flank the high roads to the west.



THE SIMPLICITY OF A WREN MASTERPIECE: There can hardly be a better way than from a helicopter of seeing the symetrical design of the great architect's Royal Hospital at Chelsea. Behind the Centre Court, beneath the tower and cupola, are the Hall and Chapel. The pensioners have their living quarters in the blocks at the sides of the Court.



THE FESTIVAL GARDENS AND THE CHELSEA the left. The river is crossed first by Albert from the right to Cheyne Walk, which ends

A TANTALISING VIEW FOR CRICKETERS : The helicopter passes the Oval, the famous Surrey County Cricket Ground beneath the gasworks at Kennington. But the passengers are not taken close enough to see the latest score. Around the Oval are blocks of flats built by local authorities. In the foreground is Vauxhall station.

EMBANKMENT : The gardens, with their amusements park, are on Bridge and beyond by Battersea Bridge. Chelsea Embankment runs as the river bends to the left. Then comes Lots Road Power Station.

A SOURCE OF LONDON'S POWER : Smoke belches from the chimneys of the Battersea Power Station, surrounded by its network of railways running to Victoria and Waterloo. The B.E.A.'s helicopter service is intended primarily for the use of airliner passengers. But it is also likely to become a sightseeing attraction.

SUN TRAPS IN BERLIN : These pierced shields round the balconies are an essential feature of a new block of flats in West Berlin. They enable each balcony to obtain the maximum of sun and air—and at the same time screen the tenants in privacy. For many years Berlin has had a reputation as a pioneer in the design of dwellings. Now its Western Sectors are sharing in the post-war recovery of the Federal Republic, this reputation is being maintained.

ST. BASIL'S CATHEDRAL IS BEING RESTORED IN MOSCOW : Scaffolding surrounds the ornate towers of the famous Cathedral on Red Square. Painters, architects, art experts and numerous craftsmen are working to restore the Byzantine building to its former splendour. Decayed brickwork on the outer walls has already been replaced and the refurbishing of the gilding on the central dome is now under way. Inside artists are restoring the rich mural decorations. To-day St. Basil's is familiar all over the world as the background feature in pictures of Soviet parades and demonstrations in Moscow's Red Square—which was so-named long before the Revolution. The Church of St. Basil the Beatified was built by the architects Barma and Postnik at the order of Czar Ivan the Terrible in 1554, as a memorial to his capture of Kazan. In ensuing centuries it suffered from the violence of Russian history, being sacked more than once and turned into a stable by the French in 1812. It was restored in the middle of the nineteenth century. The cathedral is unique in its style, with its domes and towers of brilliant colours, and appears more Oriental than Occidental. It has been variously described as "the most original monument in the world," "a gigantic coral reef" and "a nightmare in stone."

New Shapes — And Old

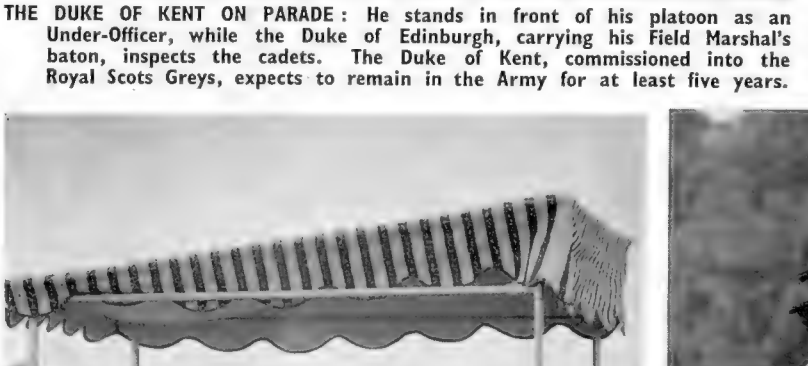
Modern Flats in Berlin ; A Skyscraper in Milan ; And the Restoration of a Cathedral in Moscow

On left—
A RECORD-MAKING SKYSCRAPER IN ITALY : In the Piazza della Republica in Milan, a vast new concrete skyscraper is now complete. It is claimed that it is the highest in the world of this building material. Work began four years ago and not more than seventy workers have been employed during the construction. Its height is 345 ft. and it contains thirty storeys. The ground floor has shops. From the second to the eighth floors there is office accommodation. Above that are private apartments. The skyscraper is equipped with every modern convenience, including an anti-atomic air-raid shelter in the basement. This very up-to-date refuge can hold 600 people within its walls, which are 4 ft. thick.

A TRULY ROYAL SOVEREIGN'S PARADE

The Duke of Edinburgh was Inspecting Officer at the Royal Military Academy, Sandhurst, when the Duke of Kent Paraded for the Last Time

THE DUKE OF EDINBURGH TAKES THE SALUTE AS THE COLOURS ARE MARCHED PAST : The scene during the Sovereign's Parade at the Royal Military Academy, Sandhurst. Among those in the senior division who were being commissioned was the Duke of Kent. The Duchess of Kent, with Princess Alexandra and Prince Michael, were there to watch the ceremony. An unusually large number of relatives and friends watched the parade, which was held in brilliant sunshine, and which ended, as is customary, with the Adjutant riding up the steps of the grand entrance of Old College. After the Duke of Edinburgh had taken the parade, he addressed those about to become officers. The Duke told them that one of their tasks as officers will be to learn to handle not only their men, but also the technical equipment entrusted to them. He also told the cadets not to be afraid of new ideas, and warned them of "those who allow their brains to atrophy," who "resort to meaningless catch-phrases, derision, and, finally, anger in the face of anything new."



THE DUKE OF KENT ON PARADE : He stands in front of his platoon as an Under-Officer, while the Duke of Edinburgh, carrying his Field Marshal's baton, inspects the cadets. The Duke of Kent, commissioned into the Royal Scots Greys, expects to remain in the Army for at least five years.

THE DUCHESS OF KENT AND PRINCESS ALEXANDRA LOOK ON : They are watching the Duke of Kent on his last parade at Sandhurst. Between the Duchess and Princess is the Lord Lieutenant of Surrey, General Sir R. H. Haining.

A PROUD MOTHER WITH THE INSPECTING OFFICER : Beside the Duke of Edinburgh on his arrival at Sandhurst stands the Duchess of Kent. Behind are the Commandant, Major-General R. S. G. Hobbs, and Lieut.-General Sir Frederick Browning.

THE SWORD OF HONOUR FOR THE BEST OFFICER-CADET OF THE TERM : The Duke of Edinburgh presents the sword to Senior Under-Officer S. T. G. Morgan. Beside him stands Senior Under-Officer C. W. Beckett, who received the Queen's Medal as the officer-cadet who passed out first in the order of merit. The Duke of Kent won the prize awarded for the best examination results in French.

PAST, PRESENT AND FUTURE

A SURVEY OF HOME NEWS FROM LONDON, KENT, GLOUCESTERSHIRE AND CHESHIRE

A COMMEMORATIVE PLAQUE TO THE CREATOR OF "EROS": Mr. Gilbert Ledward (right), the President of the Royal Society of British Sculptors, unveils the plaque at No. 18, Maida Vale to Sir Alfred Gilbert, the sculptor, who is best remembered for his Eros monument in London's Piccadilly Circus. Sir Alfred lived at this house in Maida Vale. He died twenty-one years ago.

YOUNG ARRIVALS FOR ZOOS: *Above*—A pair of young gerenuks take their first look at Britain after arriving at Avonmouth Docks, Bristol. They were destined for the Zoo at Manchester, and were two of a party of these animals brought from Africa for English zoos. Gerenuks are gazelline antelopes. *Below*—Bebe is the female partner in a pair of baby white rhinoceros who have just taken up residence at the London Zoo. A pair of baby white rhinos has not been seen there before.

THE CRADLE OF BRITISH AVIATION: Lord Brabazon of Tara (holder of the first British pilot's certificate) speaking at the unveiling ceremony of the aviation memorial at Eastchurch, on the Isle of Sheppey. It commemorates the first home of British aviation, the first factory for the manufacture of heavier-than-air machines, the first Royal Naval Air Service station, and the men who took part in these pioneer activities. Marshal of the Royal Air Force Lord Tedder unveiled the monument, which includes tablets recording the names of British air pioneers and carved panels showing types of aircraft used between 1909 and 1911. Lord Brabazon and Air Chief Marshal Sir Arthur Longmore, who was also at the ceremony, are among the names inscribed. The site for the memorial was selected because it is at the junction of the roads leading to Eastchurch and Leysdown, the two places in which British aviation was born on the island. At Leysdown, in 1909, Lord Brabazon (then Mr. J. T. C. Moore-Brabazon) completed the first circular mile ever achieved by a British aircraft.

A NEW HOUSING ESTATE IN WESTMINSTER: Councillor Patrick Stirling, the Mayor of Westminster, unveils a commemorative plaque on a wall of Abbots Manor—the Westminster Council's new housing estate in Pimlico. The estate takes its name from the manor which once stood on this site and was the residence of the Abbots of Westminster. It is the second housing estate put up by the Council since the war and includes a well-equipped children's playground. Like the Council's first post-war housing estate, Churchill Gardens, Abbots Manor is heated by the district scheme from Battersea Power Station across the river. The estate will be extended in the future. At present it consists of 183 apartments, ranging from bed-sitting-rooms to four-roomed flats.

A CHINESE ACTRESS IS MARRIED IN LONDON : After the wedding of Miss Gracia Tay, the Chinese actress, to Mr. Chee Keng Long at St John's Church, in Kensington, are, from the left : Mr. Goh Siew Laye, the bride's uncle ; Mr. Lim Chong Beng, the best man ; Mr. Chee Keng Long ; Gracia Tay ; twelve-year-old Sweelee Goh ; and Kwan Wai Meng, aged five. The bridegroom is a student at the London School of Economics and is aged twenty-seven. Twenty-three-year-old Gracia Tay is now appearing in *The Teahouse of the August Moon* at Her Majesty's Theatre, in London.

SCULPTORS IN THE MAKING : These three students are at the School of Art in Camberwell, South-East London. From the left they are : Sally Doig; Maureen Galbraith, of Streatham ; and Kay Hunt, of Peckham. They are standing by the bronze casts they have made during their training at the school, which has its own furnace for casting bronze figures. The Camberwell School offers a wide syllabus in all branches of the arts. Sculpture is a favourite choice among the pupils to-day. Students come to the school not only from Britain, but also from abroad to receive training in this medium.

RAILWAY COACHES OF THE FUTURE : The interior of this latest type of stainless steel coach on British Railways is composed of swivel chairs. It is the first of its kind in Britain and is seen here at Euston Station, when it was attached to the Ulster Express, which runs from the London terminus to Heysham, in Lancashire. In the swivel-chair coach the seats, with foot-rests, are pivoted so that they can be turned to face each other in groups of four.

BRITISH LOCOMOTIVES FOR IRELAND : In the works of Metropolitan Vickers at Dukinfield, in Cheshire, are some of the 1,200-h.p. Diesel-electric locomotives being constructed there for Coras Iompair Eireann (the Eire Transport Company). The total order is for over ninety locomotives of this type of Diesel.

THE NEW CATTLE MARKET AT GLOUCESTER : Its buildings have only recently been opened. They have been built by the Corporation of Gloucester because of the increasing popularity of the city's market. The old market was situated in the centre of Gloucester, and therefore added to the traffic problems of the municipal authorities. It was also inadequate in size. The new market is on the outskirts of the city and easily accessible by road from other parts of the Midlands and from South Wales.

PLANS FOR THIS YEAR'S MOTOR SHOW

It will be Opened by Lord Mountbatten at Earl's Court; The Struggle for Export Markets; Coincidence at the British Grand Prix; The Growing Popularity of "Motels" in Britain

By "THE SPHERE" MOTORING CORRESPONDENT

IT may seem early to be talking about the Motor Show, yet the Society of Motor Manufacturers has already announced details of the Fortieth International Motor Exhibition.

It will be opened at Earls Court on October 19 by Admiral Earl Mountbatten and will end on October 29. There is every indication that this year's Show will come at a crucial period in the history of the British motor industry.

Competition in export markets is getting keener and keener and in some countries we are definitely losing ground, particularly to German manufacturers. The trouble is, of course, that British car-makers simply cannot afford to build special models for individual countries, or even for geographical areas. And in some markets—Sweden, for instance—the design features of certain foreign cars may have greater appeal than those of comparable British models.

In the case of Sweden it is the German Volkswagen which seems to score. One recent report from Stockholm refers to the advantages offered by the Volkswagen's air-cooled engine (which cannot freeze up), its good pulling powers on snow (because the engine is over the rear wheels), its efficient heating system (fitted as standard) and draught-proof doors. This report did not mention the excellent repair facilities available to Volkswagen owners.

Incidentally, the 1,000,000th post-war Volkswagen is due to come off the German firm's assembly line at Wolfsburg this week-end.

In the first five months of 1955 Sweden imported 8,061 British cars, compared with 30,409 German models. Altogether, 64,000 new cars were registered in Sweden during the first half of 1955—more than in the corresponding period of last year—and during these six months British imports fell from 22,637 to 13,800.

All the signs are that the leading British car exporters—Ford, Austin, Morris, Standard, Vauxhall and Rootes—will have to fight in the coming months as they have never fought before to retain their places in overseas markets.

A high production rate will help them to keep their costs low. This question of production costs is giving the industry special anxiety just now. Rising prices for raw materials and labour are not being offset by the benefits of automation, and in some foreign markets import duty and restrictions of various kinds make it difficult for British manufacturers to adjust the prices of their cars to the low, competitive level at which they would like to be able to challenge their rivals.

British car firms can get encouragement and inspiration from their overall production and export figures for the first six months of the current year. They built 460,740 cars and 165,758 commercial vehicles, compared with 379,480 and 128,394, respectively, in the first half of 1954.

Of this output they exported 200,360 cars (worth £64,438,000) and 78,007 commercial vehicles (£41,526,404). Comparative figures for 1954 were 187,939 cars (£61,166,040) and commercial vehicles 65,895 (£36,543,137).

One of the interesting things about the British Grand Prix meeting at Aintree was the fact that cars of the same make captured the first four places in each race. In the Grand Prix event it was German Mercedes-Benz cars which finished first, second, third and fourth (with, happily, Britain's Stirling Moss at the wheel of the first one past the finishing-line).

The sports car race was a 1–2–3–4 triumph for Aston-Martin. Norton-engined Coopers were similarly successful in the race for 500 c.c. (Formula 3) cars.

Moss deserved his Grand Prix win. It was probably Juan Fangio, world champion and No. 1 driver in the Mercedes team, who suggested to the manager of the German team that, all things being equal, Moss should be allowed to stay in front of him and finish first.

Be that as it may, tubby Alfred Neubauer, boss of the Mercedes team, was no doubt pleased to see victory go to the twenty-five-year-old Briton, who has backed up Fangio so magnificently this season (and who, incidentally, won the importaut Mille Miglia sports-car race for them).

His Aintree victory was Stirling Moss's first Grand Prix success. He was also the first Briton to win a British Grand Prix. So we saw history made at Aintree. It was framed by huge crowds in golden sunshine. Mrs. Mirabel Topham, the British Automobile Racing Club and the *Daily Telegraph* must have been delighted.

Of the twenty-four cars which started in the 270-mile Grand Prix race, only nine finished. Only one was British—a Vanwall—and although it finished last, the fact that it kept going should give encouragement to its builder, Mr. Tony Vandervell.

Congratulations are due to the Aston-Martin team on beating the more powerful Jaguars in the sports-car race. It was in the nature of a partial revenge for the Jaguar victory at Le Mans, where an Aston-Martin finished second.

The Derbyshire project for a motor-racing circuit on public roads has run into heavy weather, and I don't suppose its chances have been improved by the disaster at Le Mans.

Personally, I think that most of the bodies opposing the Derbyshire scheme—hikers' associations and the like—are being palpably selfish. The promoters of the Peak District plan want the roads closed only four or six times a year—I quote Earl Howe, speaking in the House of Lords—"and for two or three hours early in the mornings for practising."

That, surely, is not going to cause much inconvenience to the most ardent hiker. The proposed circuit would bring financial gain to Derbyshire. It would advertise the beauty of the lovely Peak country. Above all, it would encourage a sport which is attracting an ever-growing following and which, by "improving the breed," would help the British motor industry keep in the forefront of world markets.

For, make no mistake about it, there is no substitute for genuine road-racing. Car designers do not learn so much from racing on airfield circuits (which the Aintree track closely resembles, by the way) as on public roads, with their up-and-down gradients and their different kinds of bends, curves and corners.

From the Lords debate, in which Earl Howe—doughty champion of motor sport and himself a former racing driver—took part, emerged the fact that the Government intends to stick to its decision not to make any alteration to the law in general to permit racing on public roads.

It will, however, consider on its merits any specific proposal put forward in the form of a Private Bill.

"Motels" are likely to become an increasingly familiar feature of the holiday scene in Britain. The latest addition to the growing list of these one-night stopping-places in the U.K. is the one just opened at Ower, in the New Forest, by Mr. Graham Lyon. It is the second of a chain of "motels" Mr. Lyon has planned, with his eye on dollar tourists in particular.

His first "motel" was at Newingreen, on the main road a few miles from Folkestone. It was an instant success. The charge is 27s. 6d. a night per person, including Continental-type breakfast. That may seem dear by normal hotel standards. Yet the popularity of the Newingreen "motel" has surprised everyone except—probably—Mr. Lyon himself.

People are willing to pay for the novelty, privacy, luxury and convenience of "motel" accommodation. You drive your car into a private lock-up garage which adjoins your bedroom and which is connected to it by an inner door.

Once you have paid for your key—for that is what it really amounts to—you need not see any more of the "motel" staff or guests before you leave next day. Your Continental breakfast, with the apparatus needed for making tea or coffee, will have been set ready overnight.

In your bedroom you will find a telephone, a radio—and a Bible. There will be a private bathroom and toilet. If you want your shoes cleaned or a suit pressed, you place them inside the hollow door of your bedroom. This door is really a cupboard which can be got at from inside or outside the bedroom.

You place your suit or shoes in it from the inside and a valet comes along during the night and removes them from the outside, replacing them noiselessly when they have been attended to.

Mr. Lyon's "motel" at Ower is on the Romsey–Cadnam road. As at Newingreen, he has built it next door to an old pub, to get the benefit of the licence. At Ower the hotel is called The Vine. Mr. Lyon has taken over the hotel and modernised it. His third "motel" is situated on the Exeter by-pass, and it should be open by the time you read these notes.

In planning his "motel" chain Mr. Lyon has artfully followed the traditional route of American tourists. That is why he hopes to build "motels" at Bath, in the Shakespeare country and near the university cities of Oxford and Cambridge.

Mr. Lyon is not the only man in the British "motel" business. There were "motels" in the Midlands and in Yorkshire before he returned from a tour of the U.S. fired by enthusiasm for these new-style hotels. And I see that a Sussex nurseryman is seeking permission to build "motels" at Rustington and Littlehampton.

There is local opposition to the project and the Ministry of Housing and Local Government have sent down an inspector to look into the matter.

A solicitor representing local residents said: "They feel these 'motels' are open to misuse. Instead of the long-distance traveller they may become a temporary residence for boys and girls and men and women who, for reasons best known to themselves, don't want to go into the light of an ordinary hotel"

I ask you!

ONE OF THE LATEST "MOTELS" TO BE OPENED IN THE UNITED KINGDOM: It is at Ower, in the New Forest, and the second of a chain of "motels" Mr. Graham Lyon has planned, with his eye on dollar tourists in particula

THE VISITORS' CAR IS PARKED NEXT TO THEIR BEDROOM: A door leads from the bedroom to the private garage where the car is parked for the night. In the picture *on the right* the car is seen through the open door.

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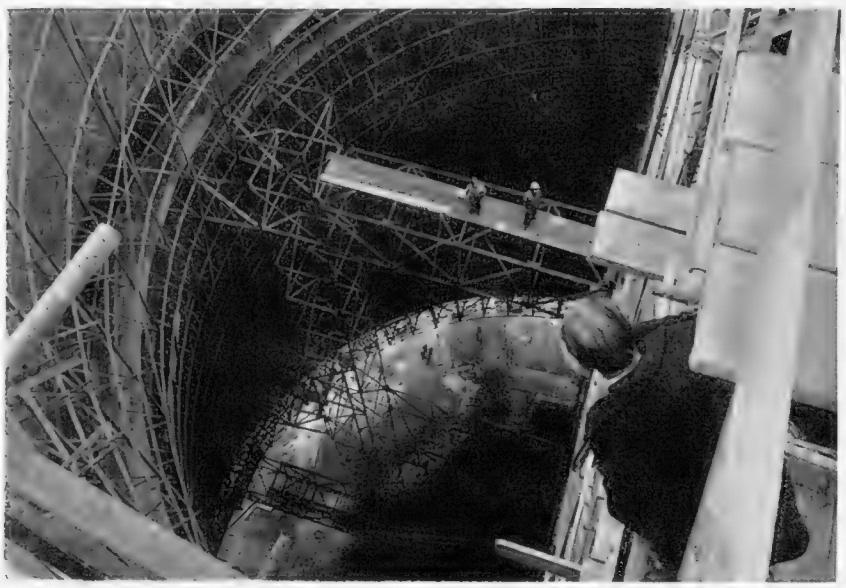
Atom Energy for Peace

Work in Progress on a Great Project in Cumberland

For the next fortnight visitors to Geneva will be able to see an important exhibition. It is entitled the "Peaceful Uses of Atomic Energy," and among the exhibits are pictures of Britain's first atomic power-station, now being erected at Calder Hall, in Cumberland.

The pictures show that great progress has been made since work began on this project two years ago. The shape of what may well be the prototype for the normal power stations of the future can now be clearly discerned. One of the two natural uranium reactors is standing by the side of its cooling-tower. The other reactor is rising quickly and the high chimneys which will flank it lie on the ground nearby, waiting to be erected into position. Although other countries to-day are also pressing ahead with their plans for atomic power-stations, it is believed that when it is finished Calder Hall may be the first of its kind in the world, and yet another example of British engineering prowess.

BRITAIN'S FIRST ATOMIC POWER-STATION: At the United Kingdom Atomic Energy Authority's station at Calder Hall, Cumberland, a cooling-tower is on the left, with reactor No. 1 beside it. On right, reactor No. 2 is being built and its large chimneys lie below it ready to be hoisted.



On left—

INSIDE A COOLING TOWER: This bird's-eye view shows the interior of the concrete shell which is 200 ft. in diameter at the base.

On right—

THE EXTERIOR: The parabolic cooling-tower is constructed of concrete and is 300 ft. in height.

THE TURBINE HALL: Work proceeds on turbine blocks of the turbo-alternator sets of 21,000 KVA. capacity. The alternator ends are on the left and the steam ends of the blocks are on the right. Electricity generated here will feed the National grid. Calder Hall adjoins Windscale Atomic Establishment.

CONSTRUCTION BY FLOODLIGHT: No time is being lost in bringing the power-station at Calder Hall to completion. The firm responsible for the building is Taylor Woodrow, of London. This picture and others on this page are being shown at the "Peaceful Uses of Atomic Energy Exhibition" which opens in Geneva on Monday and lasts until August 20.

The World of Books—By VERNON FANE

"A COURAGEOUS WOMAN"

The Life of Elinor Glyn; The Impact of Darwin on his Age; A Colonial Servant's Memoirs; Fiction about America, Greece and Vienna; And a Novel of Victorian England

IT is sometimes claimed that Elinor Glyn invented "It," and, indeed, at the height of her tremendously successful career it almost seemed as if she had. In fact, it was only the name that this remarkable novelist gave to one of the essential qualities of attraction, and one which she always preferred to the cruder "sex appeal." Her biography, ELINOR GLYN (Hutchinson. 18s.), written by her grandson, Mr. Anthony Glyn, is unquestionably one of the most diverting, unexpected and absorbing books of the week, and I recommend it to you as a first-rate study of a figure about whom *The Times* wrote that: "Despite some foibles and petty vanities, she was a vital and courageous woman."

Her vitality was extraordinary. She travelled prodigiously, wrote at white heat, entertained, kept a journal and constantly visited her friends, in whatever country they lived. In the pre-Revolution St. Petersburg her closest friend was the Grand Duchess Vladimir; in England, Lord Milner and Lord Curzon were her devoted companions; in Spain she knew King Alphonso XIII well; and in Hollywood, Charlie Chaplin, Mary Pickford and William Randolph Hearst.

Elinor Glyn was a beautiful woman, a fact which is not irrelevant to any account of her life. She knew homage to her beauty as well as to her talent and popularity, and she lived the life of a woman of great social successes, besides living the more demanding life of a writer. She never mastered spelling; not even Lord Curzon could alter that weakness, though he, with her other literary advisers, Lord Milner and Professor Bradley, was a severe critic and spoke of her "cursed facility." Her books were written, however, not as an agreeable means of passing the time between receptions, but as the work of a serious professional novelist, and her twenty-five novels are the basis on which her reputation stands.

Disraeli, who said many of the better things and is so often quoted without acknowledgment, once said: "The question is this—Is man an ape or an angel? My Lord, I am on the side of the angels." He spoke at a time, 1864, when the Darwinian controversy was raging most fiercely, and from his words the American professor William Irvine has taken the title for his joint biography of Charles Darwin and Thomas Huxley, the chief protagonists of the theory of evolution. APES, ANGELS AND VICTORIANS (Weidenfeld and Nicolson. 21s.) gives a fine picture of the ferment which was seething in Victorian England after Darwin's pronouncements, and it is enriched by sketches of the notabilities of the time who joined in one side or the other.

AFRICAN CROSSROADS (Macmillan. 18s.) is a book of reminiscence by Sir Charles Dundas who, forty years ago, took the advice of the then Under-Secretary of State for the Colonies, Winston Churchill, and made his life in the Colonial Service in Africa. Kenya, Uganda, Tanganyika and Northern Rhodesia have been the scenes of Sir Charles' activities. He has grown to know Africa and the Africans well, and in the words of Lord Harlech, who has written a foreword: "Like so many British Colonial servants, Sir Charles fell for tropical Africa and for Africans everywhere, and so earned not only their trust but affection. He had no need to drive where he could lead."

That is a real tribute, and an indication to the reader of the type of administrator whose memoirs these are. Sir Charles first saw Africa on a morning in 1908, and flew away from the territories he had known so well, in 1944, getting one last look at Mount Kilimanjaro. "It was as though Kilimanjaro would grant me one last glimpse and bid me God-speed for old times' sake," he writes, and one may respect the sentiment.

Mr. Gerald Sykes' new novel, THE CHILDREN OF LIGHT (Heinemann. 12s. 6d.), explains with admirable clarity why, in the United States, the term politician is often a term of abuse. This does not mean that all those engaged in the political field in America are subjected to derogatory remarks—or cracks—but that this one word has taken to itself a subtle implication of self-seeking, ruthlessness and other highly unattractive practices. In this novel, as it happens, there are both types of political man: a father, who has been a roving ambassador in Europe, is liberally-minded, progressive and completely honest; and his son, who bears him a bitter personal grudge and attempts to pay it off in a "smear campaign," which will also have the effect of carrying him to power in Washington.

A DUTCH STREET ORGAN IN LONDON: The audience examines it and waits for a performance on the South Bank, before it is moved to Battersea Festival Gardens, where it can be heard this week. Organs such as this are a familiar sight in the Netherlands. They are gaily-painted, ornately decorated with figures and scrolls, and produce the sound of a full orchestra. Each has its name. This one, "The Arab," is a fine example of these organs.

The theme, undoubtedly, is unpleasant, but it is relieved by the characters of the Ambassador, his artist-wife and the handful of friends—a small handful—who favour the original meaning of loyalty. The scene is a small town in Ohio, not the big city of highly-organised political committees. The very limitations of the sphere of which Mr. Sykes is writing make his story more poignant, and its lesson more widely applicable. But it is good to think that in our own country you can still call a man a politician without blushing.

Adventure in Greece and adventure in Vienna have, to our post-war minds, other connotations than romance or gallantry, and so it is with the next two novels. The first is Mr. James Wellard's ACTION OF THE TIGER (Macmillan. 15s.), which is set in and among the Greek islands and on and off the Albanian shore. It is the story of an English girl, very rich and very beautiful (which makes a nice change from the gallant, freckled tomboy type). She is wholly devoted to the purpose of rescuing her brother from his captivity in Albania. As a young soldier in the war he had been a prisoner of the Germans, is now a prisoner of the Albanians, has lost his sight, and for years has been thought dead. His rescue is now achieved by his sister and by the tough American whom the Greeks love for his exploits in rescuing many of their children, and the girl loves for other, more direct, reasons. Quite exciting, all this, and crisply written in the Heming Way.

BUT NO MAN SEEN (Methuen. 10s. 6d.) has the dingier background of occupied Vienna and the equally distressing sights of ruined buildings and Soviet statuary. Mr. Victor Trefus does very well with it, as with the Tyrolean and Swiss scenery of the several train journeys described in his novel. It is pleasant to note that the physical background is once more becoming an integral part of novels. Victorian writers, perhaps, overdid this aspect of their stories. Then in reaction it was neglected. Nowadays there seems to me to be a good balance in the matter.

Mr. Trefus' tale is of another English character, this time a man, who returns to the Vienna he had known very well as a boy, to find that his old schoolfriends, or, rather, the survivors among them, have without exception developed into plotters and planners on the side of either Nazi or Communist victims, both showing enormous courage and tenacity. Less heroically, some are on the side of big business and the easy dollar. Sometimes the style here is a little abrupt, so intent is the author on the effectively clipped sentence. But, on the whole, his method of conveying emotion and action is effective and, as I have said, his word pictures of the city and the mountainous countryside are something more than that.

We are credibly informed that THE DOLLMAKER (Heinemann. 15s.), by Harriette Arnow, has broken all records in the United States by heading the best-seller list there for ten months. It is a long novel of nearly 550 pages about Gertie Nevels, a strong, ugly, self-reliant woman who manages her family, husband and primitive way of life with authority and efficiency. In the backward community of the Kentucky hills there is nothing with which she cannot deal. When the war comes to decimate her community and her family's menfolk, she and her children are swept into the industrial vortex of Detroit, a jungle filled with people who speak with strange accents, who behave in outlandish ways, and whose way of life is written with a strange and angry impermanency.

Her story is one of conflict, of implacable will, and of that inevitable clash of personality, force and circumstance through which one comes to realise that scarcely skin-deep below the surface of the most highly-industrialised nation in the world throbs the rough, tough, uncompromising pioneer spirit.

SUMMER LIKE A STRANGER (Macdonald. 9s. 6d.) is a gently romantic novel which illustrates the great difference there is between quietness and dullness. In this tale of a well-bred triangle the pace is as leisurely and the tone as muted as in the pages of *Cranford*. Although it is a chronicle of village life and modest country society in Victorian England, it has a most satisfying warmth and humanity. Miss Dorothy Mackinder is to be congratulated on conveying so well the atmosphere of the period.

AMERY'S POLITICAL TESTAMENT

The Narrative Continued

Leopold Amery, like his fellow-Harrovian Winston Churchill, was in his early days a war correspondent. Both men practised their literary skill during the South African War. Both have held many high offices of State, and both have been men of words and men of action. Nevertheless, it would be safe to hazard that the dissimilarities in their characters and careers are even more marked than the similarities. In *The Unforgiving Years*, Mr. Amery brings us through Volume III of his memoirs MY POLITICAL LIFE (Hutchinson. 30s.). It covers the desperate, uneasy period of bargaining and colossal bluff when one half of the world groped towards peace and the other half, taking advantage of current weaknesses, strode towards war.

The author endeavours to show that the years from 1929 to 1940 constituted a definite and self-contained period of British and, indeed, of world history. This period ends not with the outbreak of war, but with the German break-through in the West and the fall of the Chamberlain Government. Mr. Amery is, at this distance, most generous in his judgments, and he is at pains to emphasise the true depth of the sincerity of Neville Chamberlain and his burning desire to secure peace. But he emphasises, too, the extent to which the Prime Minister deluded himself and disregarded the warnings that were all about him.

In the penultimate chapter the author describes the mounting drama in the House of Commons when the decks were cleared for action, largely through Mr. Amery's own memorable speech, in which he quoted Cromwell's words to the Long Parliament when the Protector deemed it no longer fit to conduct the affairs of the nation: "You have sat here too long for any good you have been doing. Depart, I say, and let us have done with you. In the name of God, go." That was the speech that moved the House, moved Chamberlain from office, and brought Winston Churchill to the zenith of his great career. For his services in those perilous days Mr. Amery will never be forgotten. He records them with modesty, but such modesty cannot detract from the drama of that time. It belongs to history.

The name of Maxim Litvinov is linked with a well-defined age in Soviet diplomacy. From 1930 to 1939, when he was succeeded by Molotov, Litvinov was in most effective control of his country's foreign policy. NOTES FOR A JOURNAL, by Maxim Litvinov (Deutsch. 18s.), should be a document of some importance. It is said to have been dictated by Litvinov between the late 1930's and early '40's, but its authenticity is by no means fully established. This the publishers freely enough admit. What they do say in a political sense, however, is that here we have political matter of sufficient importance for presentation to the world. It must have come either from Litvinov or from someone in close touch with him.

It is certainly a fascinating piece of work, with close-up glimpses of Stalin and other members of the Old Guard. Litvinov often has outspoken and indiscreet comments to make about men and affairs, and he quite clearly cannot conceal his own jealousy of Maisky, who enjoyed such a success in Western diplomatic society. The book meanders to an end with the grumblings of a tired old man, but at its best it is the record of a man living in the midst of affairs, relishing the responsibilities of high office, doing a good job and using his undoubted gifts to the best advantage in the service of his country.

We have had a spate of literature on Everest. We have had Colonel Hunt's story, Sir Edmund Hillary's story, Tenzing's story, and other detailed first-hand accounts of the nearly successful Swiss and the wholly successful British expeditions. Now comes Micheline Morin's EVEREST, FROM THE FIRST ATTEMPT TO THE FINAL VICTORY (Harrap. 12s. 6d.). It is an excellent summary, well told and well illustrated, and it will certainly find its way among the list of school prizes. Perhaps because it is so brief, clear and factual we can welcome this latest addition to mountaineering literature, second-hand though the information may be. But surely now the time has come for the publishing world to pause momentarily before the next assault in print on the topmost summit of the Himalayas.

Naïve in its style and pawky in its humour, Wilfred Taylor's SCOT EASY (Max Reinhardt. 10s. 6d.) at least has the merit of easy reading. This is an account of Mr. Taylor's own wanderings in Scotland, hence the sub-title, "Travels of a Roads Scholar." The author begins and ends his journeys at 14, Jordan Lane, a curious little street which "lies deep in the bible belt of Edinburgh." This is quite a haven from the world except, one gathers, during the Edinburgh Festival, that tempest of culture, when many wise Scots head for the mountains and the moors. Despite his not always successful sallies, Mr. Taylor is an excellent guide, something of a philosopher, and certainly the friend of all who love Scotland.

Two delightful volumes for the holidaymaker who wishes to know more about his own land are G. Douglas Bolton's YORKSHIRE REVEALED (Oliver and Boyd. 25s.) and S. H. Burton's THE COASTS OF CORNWALL (Werner Laurie. 16s.). Mr. Bolton is not only an effective writer but a brilliant photographer. With a series of fine pictures he shows us many of the splendours of England's largest county. Mr. Burton's book emphasises the characteristics of the north, west and south coasts of Cornwall.

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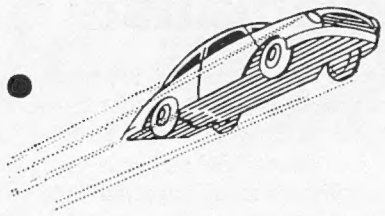

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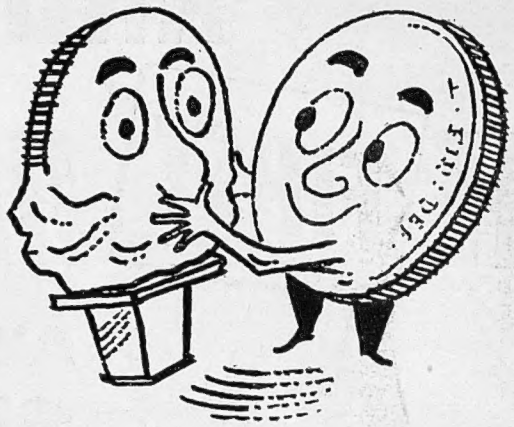

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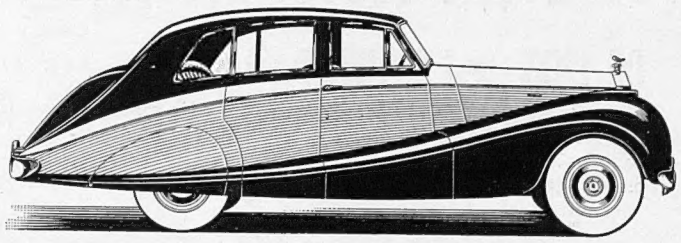

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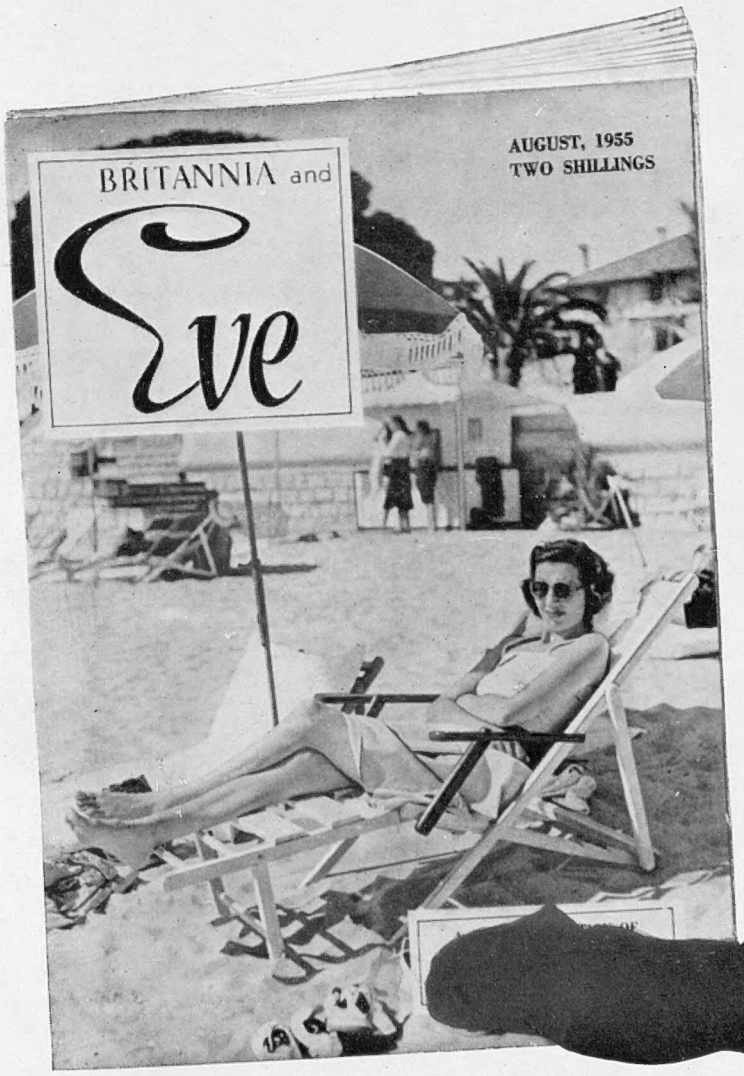

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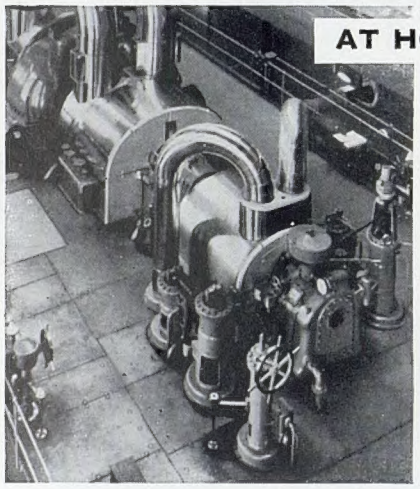
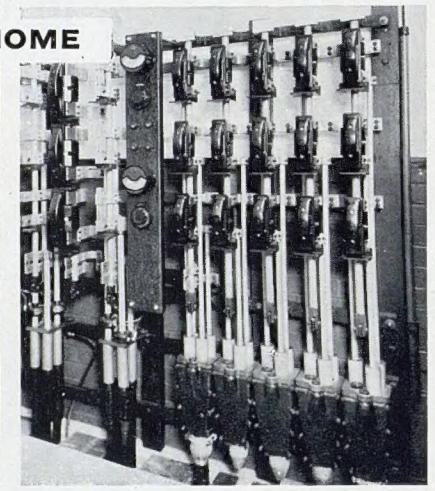
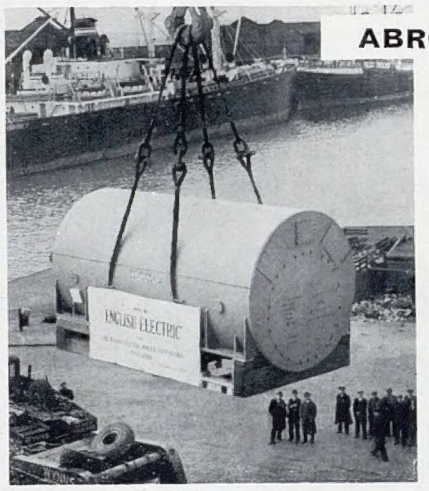


POWER FOR INDUSTRY. *This* ENGLISH ELECTRIC *60,000-h.p. steam-turbine generating set is one of three supplied to a power station in Yorkshire, helping to provide power for important industries.*



POWER IN INDUSTRY. *This* ENGLISH ELECTRIC *fusegear at Raleigh Industries Ltd., Nottingham, safeguards the supply of current used in bicycle manufacture. Most modern industrial machines are electrically driven.*



EARNING MONEY OVERSEAS. *An* ENGLISH ELECTRIC *turbo-alternator stator frame for a Canadian power station is loaded at Liverpool. Such exports, all over the world, earn both hard and soft currencies for Britain.*

DEVELOPING MARKETS OVERSEAS. *First of seven electric locomotives supplied by* ENGLISH ELECTRIC *for heavy service between Bombay and Poona. Developments abroad help to enlarge the market for British goods.*

BRITAIN is making steady economic progress—as is shown by our homes and shops, our factories and the traffic on our roads.

There are goods in plenty now for the home market. Britain's industrial productivity has risen by 20% since 1949.

And Britain is *exporting* in plenty, too—as she must, to prosper. The value of our exports has gone up by 42% during the last six years.

Production needs power. Total electricity output has risen by more than 60% over the last seven years. Since 1948 the Central Electricity Authority has brought into commission 50 new power stations—many of them equipped with ENGLISH ELECTRIC turbines and generators and with transformers and other gear for controlling and distributing the current. And ENGLISH ELECTRIC has provided industry with much of the electrical plant by which it utilizes this power for production.

The ENGLISH ELECTRIC Company is also a vigorous exporter—of equipment and of technical skill. Now, *about half the Group's business is overseas*—earning for Britain not only foreign currency, but a reputation that helps *all* British exports.

Dealing with problems of every kind throughout the world, ENGLISH ELECTRIC acquires an ever-growing fund of *experience* . . . with which to solve further problems. In this way the Company guides its great resources in their important contribution to Britain's economic progress.

'ENGLISH ELECTRIC' bringing you better living

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